

Trail Rider

MAGAZINE

September 2001 \$2.95

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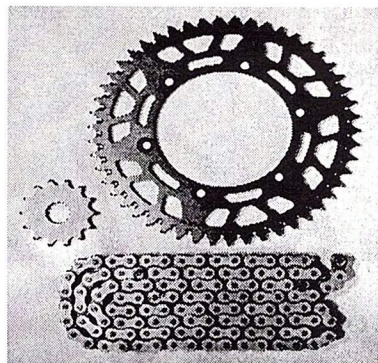
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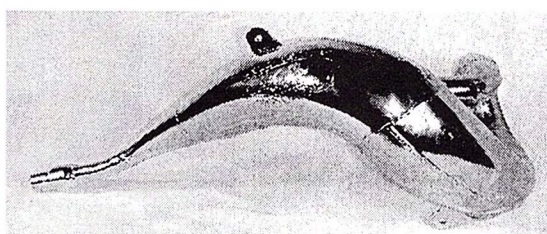
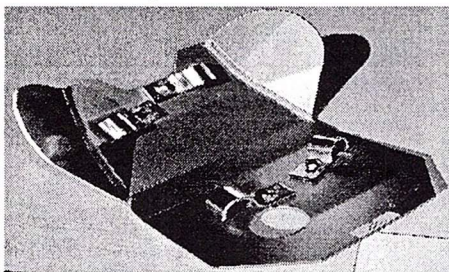


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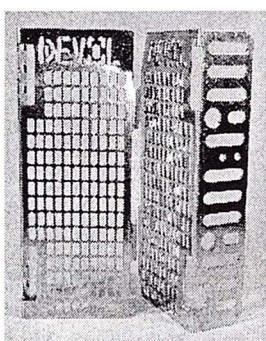


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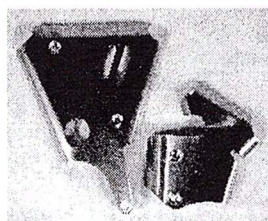
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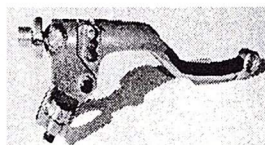
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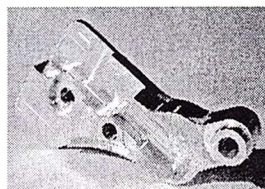
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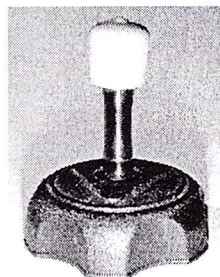
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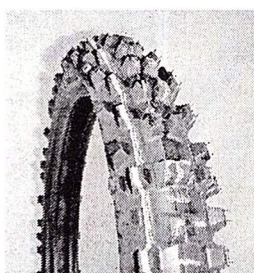
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Trail Rider MAGAZINE

On the cover: A nice shot of Jack Lafferty Jr., passing the ledges at the Rhody National. Jack has won his share of ECEA events and ECEA overall championships, and he just keeps on going like the Energizer bunny. He's defending that #1 plate one more time this year; good for him! Photo by Paul Clipper, a.k.a. Bossman.

September 2001
Volume 31 Number 9

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Warning: Trail Rider magazine is certified Mad Cow free, so there's no need to disinfect this issue before reading. Additionally, we'd like to pass on the advice that noise kills, kills the sport of off-road riding that is. We tell you to keep your bike quiet, that's fine, but we just came back from an enduro that started in a small town and were amazed at the number of riders "cleaning out" their engines right past residents homes. So let's re-phrase the statement: **RIDE quiet**—keep the noise as low as possible around the citizens, and then you can act like a knucklehead in the woods. Protect yourself and ride safe.

Out of Body Experience

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike.)

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

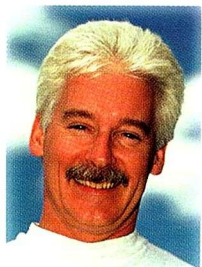
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Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

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Last Over

by Paul Clipper

Hooked Up

I'm driving to the race in my van, and though I'm the proponent of everything electronic, I'm amazed at the scene beside me. My son Zack is along for the ride, and he's got everything in the van hooked up, turned on and buzzing. Over the years we've pack-ratted an amazing collection of electrical toys and gadgets, and I think he's brought them all along on this trip.

He's got a small 12-volt TV that we picked up at a yard sale. It's plugged into the cigarette lighter but he doesn't have an antenna for it. That's no problem, because he's got an inverter plugged into the rear accessory socket and a Sony Dreamcast game system plugged into that. They're both tied together, and he's playing Toy Commander as we barrel down the Pennsylvania Turnpike. Before we found the TV, he used to put together an electric train set in the back of the van—if there was room—and run that around while we went down the road. I figure he's learning physics, because even he noticed that the train ran faster heading for the back of the van rather than towards the front.

That's not all. We've got a radar detector plugged in so we can receive Johnny Law's own radio station. It beeps just loud enough to be heard over the stereo, and into that we've got a portable MP3 disc player plugged in, running through about 200 tunes burnt onto a CD ROM. If I look down to the engine cover, I've got a Garmin GPSIII sitting there, with the antenna sitting on the dashboard, tracking our every move and displaying a map of where we are right now. With this little gizmo, it's almost impossible to get lost.

Now the cap to the whole thing is this: I've also got a laptop computer with me, actually a handheld, a tiny little HP thing that weighs about two pounds and is as small as you can get and still be able to type a story on it. Zack has this open and on, and connected to my cell phone, which is capable of a wireless Internet connection, and that's just what he's doing. He's got the computer hooked onto GameShark.com and he's downloading cheat codes for the game. This is while we're driving down the road, remember.

The last thing I've ever wanted to do is sound codgerly, but looking at all this going on I have to marvel at the fact that not only did we not do any of this stuff when I was a kid, none of this stuff even existed!

Him? He's not hardly impressed by it. He's surrounded by an incredible collection of electronic miracles, turns to me and says "This Internet connection sucks. It's too slow."

"Well," I say, "maybe you shouldn't expect so much. After all, we're driving down the road right at the moment. It's not like you're in the living room."

"Doesn't matter. If it can hook up at all, it should hook up fast. There's no excuse for a slow connection." He's obviously inherited his dad's lack of patience.

"It cost like peanuts to get the kit to hook the cell phone to the computer. It took two minutes and about a teaspoon of brain to make it all work," I tried to explain it all to him. "Verizon just came out with the technology and claim that their infrastructure can't handle anything more than a 14.4k connection right now, but it will get better, that's for certain."

"Doesn't matter," he says, in the finest tradition of modern American 12-year-olds, "it still sucks."

I'm enough of a parent to know that this is an

out yet another computer, my enduro computer. It goes right down to our sports—you can get computers now to help you with tennis, baseball, you name the sport and it's been digitized. What is wrong with it? Why not expect total digital convenience at all times? I admit that I couldn't find much more reason to argue with Zack as I found a friend with the same computer as me, and we zapped his programming across to mine right before I went to the line and rode off.

Of course the bike started with the first bump of the thumb, as did the computer.

We're in a world of total accuracy, of perfect digital syncopation, I thought to myself as I scooted along the trails and zeroed the first two checks with hair-splitting accuracy. I never even

"I had no idea what the mileage was. I had no idea what key time was. I didn't know what the speed average was supposed to be, or when the changes were or even where the resets were."

argument I can't win. After all, we're surrounded by technology. The van uses electronic fuel injection to keep itself running, and an electronic ignition to boot. That means there's no carburetor, no ignition points, and there wouldn't be any spark plugs if Detroit wasn't so friendly with the spark plug companies. The van is being propelled forward with the assistance of a cruise control system that keeps it honking along no matter how hilly the road might be. And they tell us in a few more years actually steering our cars is going to be optional (if the lawyers eventually have their way with this it'll probably be against the law for us to steer our own cars).

The bike I'm riding today is more sophisticated than any fancy street bike from back when I was a boy, probably more sophisticated than any factory racer back then. It uses a lightweight electric-start system, has a digitally controlled ignition, and though it still has a carburetor there's enough wires coming out of the mixer that I'm really not sure what it does, other than make the bike run like a banshee in any kind of conditions.

"I don't know, Zack," I say, as I weakly try to defend myself, "it's just not right to expect every miracle to be perfect."

"Why not?"

"For reasons I can't explain right now, because I have to ride an enduro."

I signed up, got my gear together, and then got

had to think about timekeeping, and that was certainly going to make this day a whole lot easier ... until I daydreamed straight into a tree and not only knocked the computer out, I knocked it right off the handlebars and into the bushes.

It all became clear when I got done brushing the Lyme ticks off and digging the dead computer out of the laurel. I had no idea what the mileage was. I had no idea what key time was. I didn't know what the speed average was supposed to be, or when the changes were or even where the resets were. It was all locked up inside of a dead computer, and the chances of me doing anything close to well this day was just about zero.

If I had bothered to write down any of the course instructions on a roll chart, I would have known what to do if I could just find a way to keep time. But I didn't; I put all my faith in a little box. The problem with all this automation, all this computerization, was that it takes away our need to think and remember, and work things out for ourselves. It makes things a lot easier, but it also makes us even more helpless when things go wrong, unless we take the time to also learn the "analog" way to timekeep, to drive our car, to read a map, to get through life.

What a great argument! And I promised to use it on Zack just as soon as I found my way out of the woods (wish I'd brought that GPS). ↑

MOOSE **XCR** PERFORMANCE 2002

TEAM RIDER DICK BURLESON

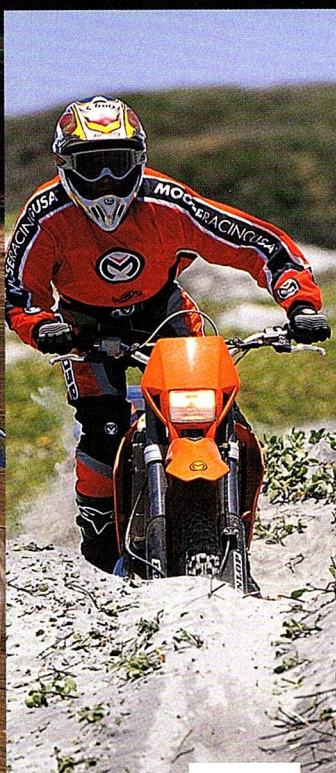


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Wear Your Money

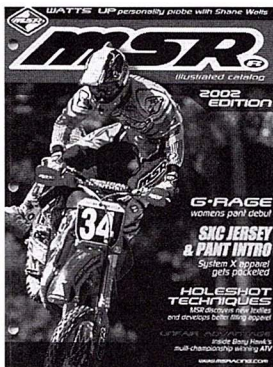
Aerostich, those quirky street bike/dual sport guys from Minnesota sent us a product the other day that is definitely fun, and may be useful. They make a nylon webbing belt, such as you might find on their Darien pants, only this belt is a money belt, with a zipper around part of the inside. Open up the zipper and there's a small place inside where you can carefully fold up some folding money and carry it without anybody noticing. You can also wear it instead of a wallet if you don't mind



whipping your belt open every time you buy another ice cream cone. We figure the belt can hold about \$20,000 in hundred dollar bills without looking too bulky, but watch out if you start trying to pack the change as well. If you need to carry more money than that with you (and with the major oil companies' lust for profits, you might) we'd suggest a backpack. Find out about this \$15 belt from Aerostich at (800)222-1994, or look online at www.aerostich.com.

New MSR Catalog

MSR has a new catalog out that threw us for a loop when we first saw it. Daydreaming as usual, we opened it to the table of contents and thought we were looking at a copy of Racer X magazine—it looks identical. Just about the time we were thinking that Racer X had sold out completely we realized it was an MSR catalog. We predict there will be a lot of talk



about this in the industry. We also predict there will be a lot of talk about MSR products for 2002; all new and all great. See the catalog and maybe get a copy of it at your local dealer.

Not the First

We stand corrected by Tommy Thomson of Belfair, Washington, who wrote to us to correct our statement that this year's all-woman club team at the ISDE would be the nation's first. Tommy pointed out, and we remembered immediately, that in 1995 Carol Williams, Lisa Gibson and Lori Taylor qualified and represented the U.S. as a Club Team at the ISDE in Poland. These three women led the U.S. Team into the stadium for the opening ceremonies and Carol carried our nation's flag. This year will be the second time we've fielded a woman's team, with Suzy Moody, Amanda Mastin and Nichole Bradford. Trail Rider will be there in France with them, and we'll be sure to tell you how they did in the November issue.

Attention WR250F Owners

Have you disconnected the gray ignition wire we told you about last month? If so, let us know what you think. We're constantly amazed at how few people know about the gray wire (sharing a connector with the black/gray kill button wire in the WR250/WR400/WR426). Just the other day we talked to a very high-ranking Yamaha employee who had never heard of it—or at least he claims to never have heard of it. If you missed what we wrote last month find a copy of the mag and read it. Basically, disconnect the gray wire and your WR finally runs like it should. Tell us how it worked out for you.

New Machines Coming

It's getting towards fall (as we write this) and news is starting to come out about the 2002 bikes on their way. The first press release package we received here was from Kawasaki, where they told us the KX series bikes were substantially changed for 2002. The KDX200, KDX 220 and KLX300 appear to be pretty much just the same, but that's okay, what more do they need? The KDX200 has been around in one for or another for more than 20 years. And it's still a best-

Fight the Two-Stroke Ban

As you all know, the EPA, under extreme pressure from the "green" organizations (Sierra Club, etc), is taking a close look at two-stroke engine use in recreational vehicles (snowmobiles, boats, quads, and motorcycles). What this means to us is that in the future (probably 5-10 years) we will not be able to ride two-stroke motorcycles.

The manufacturer's response to this has been to develop high performance, competitive four-strokes, and they have done an admirable job. The new generation four-strokes are excellent machines, but they do perform differently than two-strokes. The bottom line is that the manufacturers have given up on the two-stroke.

The AMA has fallen right in line with the EPA and the manufacturers. Go to the Rapid Response Center on the AMA website (www.ama-cycle.org) and check their response on the subject. The AMA is lobbying to preserve two-strokes for closed course competition events ONLY. This excludes enduros, desert racing, dual sports, trail riding, and probably GNCC and hare scrambles. I feel that the AMA's position on this subject does not reflect the views of the membership and is not good for the future of our sport.

I have attached a copy of an email that I sent to Ed Moreland, AMA VP of Government Relations. I ask that you review it and join me in fighting to keep our two-strokes. If we go down without a fight, it could be the first of a series of losses that will eliminate our sport. I know this sounds extreme, but it only takes a pebble to start an avalanche. Even if you don't like two-strokes, this issue is important to you and the future of our sport. I ask that you make your membership aware of the AMA's position and join me in protecting our sport.

Remember, when they try to take our land we fight. Now they are after our bikes. We need to respond to this new assault.

Please let the AMA know that you don't agree with their closed-course only future for two-strokes, and that you want to continue to use your two-stroke machine for off-road riding. Let the manufacturers know as well, from your dealer on up, and help fight for a future for two-strokes.

Jamie Theurkauf
Valley Forge Trail Riders

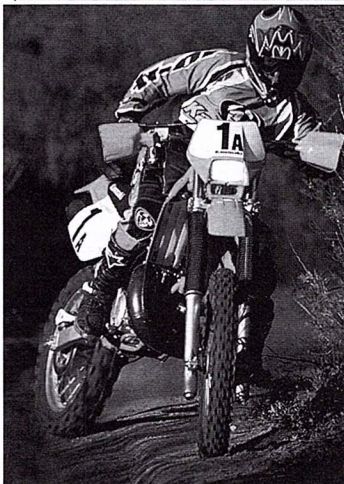
Dear Mr. Moreland,

I am a Charter Life Member of the AMA and have been participating in and promoting AMA sanctioned racing events for over 25 years. I joined the AMA and have remained active because I truly believe that the association has always represented my interests and protected my right to ride.

However, I strongly disagree with the AMA's position on the proposed two-stroke bans and the letter in the Rapid Response Center on the website. The AMA's position, and the industry in general, is to keep two-stroke technology available for closed course events only. This excludes open loop events like enduros, desert racing, dual sport, and trail riding. I feel that this position does not reflect the views of the members, who participate in these events.

My club, the Valley Forge Trail Riders, is primarily an enduro and trail riding club, and I can say that the majority of our members agree with my feelings. I request that the AMA reevaluate its position on this issue, and formulate a stance that reflects the feelings of its membership.

Thank you for your consideration.



selling off-road bike.

We've received no official news yet about Honda's new 450cc four-

stroke, although we've heard an awful lot about it. No telling when it's going to be released to the dealers, but for certain they're all champing at the bit.

KTM is having their annual dealer meeting and new bike introduction later this month (August) and editor Uth is going to be there checking things out. No news nor rumors of anything being wildly new from KTM, but then they have a knack for keeping things pretty quiet. We may see release of the 250EXC four-stroke this year ... but then again, we may not. We'll know by next month's issue.

Gas Gas is awaiting the arrival of their first 2002 machines, any day

now, and we're awaiting arrival of their new four-strokes. There's a Gas Gas 250 and 400cc four-stroke coming, and the 400 is a fuel-injected, electric-start racer that we definitely can't wait to see.

Yamaha has been quiet as well. As usual their YZs are changed, but the WR machines aren't expected to change much. Will they surprise us and introduce an electric-start WR? We doubt it, but anything can happen in this world. We're betting we'll have a button on the Yamaha WR by 2003.

Killer Rack

Pro Moto Billet is offering a color flyer describing their billet aluminum cargo racks. If you've never seen them, we'll bet you'll be impressed. PMB offers the strongest racks you can get, absolutely necessary if you plan on doing any long-distance trail camping or dual sport riding packing baggage. Give them at a call at (208)377-8747, or see their stuff at www.promotobillet.com. ↑

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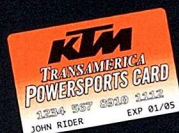
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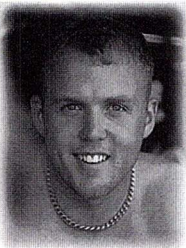
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Riding with Mike

by Mike Lafferty

Not Jumping



Everybody likes to jump their dirt bike. For most of us, that's the first thing we learn. Something about sailing off in the blue, whether you first saw it on a televised motocross or On Any Sunday, grabs us and won't let us go.

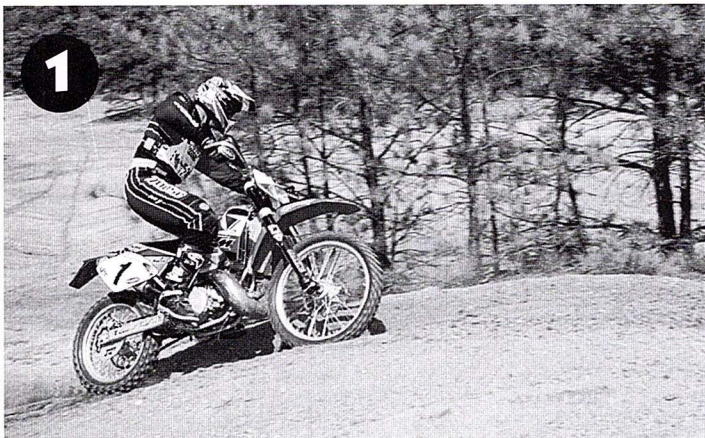
The sad part about jumping is that it's probably the slowest way to get around a track, even though it looks good. If you're racing a hare scrambles like the GNCC and trying to style big off of every jump on the MX section of the course, you're sure to get passed on every lap if your competitors know what they're doing.

I remember I was on one course that had a jump that just begged you to leap for the sky. I didn't know that there was any way over it without jumping it, but Rodney Smith proved I was wrong. I was racing as hard as I could, jumping as low and efficiently as I could off of this jump, when Smith came by me like I was chained to a tree. What I didn't know was that he

was taking advantage of my bike practically stopping up in the air while he stayed on the ground accelerating.

He used a technique call "pre-jumping." It's a simple thing you can do to keep yourself on the ground or very close to it, and though it's tricky to get the timing right once you learn it you may never jump anything again!

You know how to jump, and why. Yes, it looks good, and that's one reason, but think about what will happen if you charge into that mound of dirt and just hit it limp. If your suspension isn't exactly right your bike will probably



Yipee! Look at the guy jumping! Anyone seriously chasing me could slip right by me while I hang in the air. To stay on the ground, pre-jump by forcing all your weight up an imaginary jump before the real jump (1), and using the down-side of the real jump (2) for a "landing ramp." Do it right and you'll never leave the ground, letting you use full throttle into the next corner.



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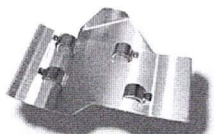
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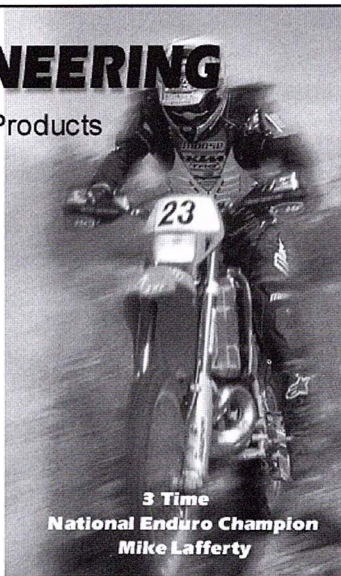


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pogo you right over the handlebars. Instead, you hit it with your weight back a little and you tug the whole bike up when you hit the take-off ramp. When you were first starting riding, and were jumping everything, you learned that how much you "tug" or pull up on the bike determines how far you'll jump. Get the timing right, hit the jump and jerk your weight up just right and you'll fly a long distance. If you get the timing wrong you get a crappy jump out of it, right?

So that's exactly what you want to do to pre-jump an obstacle. Pick out a small jump, and try a few jumps off of it. Then, try coming up to the jump and radically change the timing of your jump effort, the point at which you "tug" up on the bike. Do it on the early approach to the jump, as if you want to jump onto a point right on the down-side of the mound, and if you get it right you'll hardly notice your wheels ever leave the ground, and the jump just won't exist any more. Check the photos. In one shot I'm leaping for all I'm worth, and then in the others I'm pre-jumping. Instead of floating lazily through the air I'm able to accelerate off the down-side of the jump and into the next turn.

It may not impress the spectators, but if you want the fastest line around a bumpy course, learn how to pre-jump instead of leaping into the air. You'll get to the finish line a lot faster. ↑

DR-Z400E MODIFIED

Getting a lot more from Suzuki's popular thumper

Trying to categorize the Suzuki DR-Z400E into one of the new super-thumper niches can be a confusing exercise. Is it an MXer like the YZ426 or KTM SX model? Nope. Off-road racer following in the treadmarks of the Husky TE400, KTM EXC models or WR426? Maybe a little closer. Trailbike or dual sport? Not hardly. No, the DR-Z400E just doesn't seem to fit the same mold as other mid-sized four-stroke offerings. Truth is, it could be a little bit of any of these bikes (although the motocrosser is a stretch). It just depends upon how you stir the pot.

Of course our interest is its application to off-road riding and racing in technical terrain, and the WER/Bohn Racing DR-Z400E featured herein is a project that brings out the best in the DR-Z for just that purpose. And why shouldn't it? ISDE hero and suspension guru Drew Smith certainly knows what it takes to go fast over the ugliest of terrain, and has a history with Suzuki off-road bikes to boot. Similarly, Ron Bohn of Bohn Cycle (Pittsburgh, PA) is a former national enduro champion (1971) with considerable Six Days team experience (1969-1975) as well. Together, it didn't take long to figure out what the DR-Z needed for their type of bike.

Objectives were simple: Save weight, introduce modest upgrades to the suspension and motor to improve performance while keeping the bike quiet and user friendly, relocate and remove any bike components that were susceptible to the perils of off-road riding.

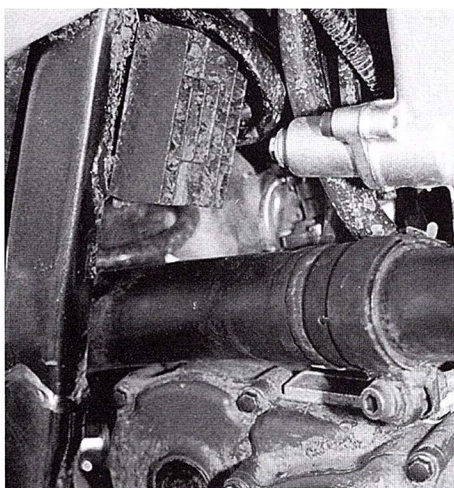


The WER/Bohn Racing DR-Z project begins with some mild dieting. Realizing that the addition of hand guards, skid plates, steering dampers, etc., usually adds poundage to a race bike, their goal was to simply break even, trying to keep the stocker's 262 pounds from growing. Much of this process is fairly mundane. The side stand and associated bracket was removed, along with the odometer assembly (drive, head, cable and associated brackets), which was replaced with an RM250 front wheel spacer. The breather canister and associated plumbing (head and crankcase breather/overflow) was tossed and replaced with a Chrysler PVC valve bought at a local AutoZone store. The stock radiator overflow/reclamation system was also canned.

The DR-Z400E proved an able study from the start. In stock trim it's fairly quiet with smooth power coming on that doesn't run out of lungs. It's got quality suspension components that lend themselves to professional tuning, and an electric starter. Regarding motor performance, the DR-Z400 power is so different than other mid-sized four strokes. It's the smoothest off the bottom, not as pipey as the Yamahas, not as torquey as the Euro mounts. The DR-Z400E is among the easiest and most forgiving mid-sized thumpers to ride.

Perhaps a little exotic, WER machined alloy fork damper rods to replace the stock steel rods, and fabricated an alloy fuel cell.

While the alloy damper rods yielded tangible weight savings, the real benefit of the new aluminum fuel tank is ergonomic. It significantly improves riding position, making the bike slimmer and flatter while lowering the seat tank junction by an inch. The WER alloy fuel cell maintains a capacity comparable to stock (2.6 gal.) and mates to the stock seat base. The seat base received new foam (00' KX250) and an N-Style non-slip seat cover.



The DRZ's black box was moved to the center of the bike to get it out of the way and into a more protected spot.



There's a lot different about these forks, including alloy damper rods replacing the stock steel rods.



Of course, part of the handling improvement package included a WER steering damper to calm the front end.

Regarding operation and reliability modifications, a big problem with the stock DR-Z can be mud accumulation around the engine and frame. Russ Cherry of Bohn Cycle noted that considerable effort, both removing and relocating of hardware, was aimed at keeping these components from holding mud and debris around the engine. As such, the voltage regulator was relocated from the left side (near the counter shaft) to the right side rear frame downtube, just above the exhaust pipe. New mounting tabs had to be welded to the frame to effect this change, although the stock wiring harness was able to be rerouted without any wiring problems. For the same reason the battery ground cable mounting point was moved from the

engine case to an ignition coil mounting bolt.

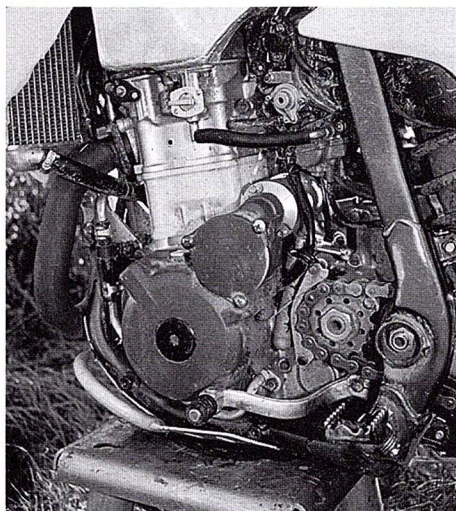
In response to some reports of dampness shorting out the ignition system, the stock ignition switch was replaced with a WER standard on-off switch. This eliminated any concerns of switch operation in damp and wet conditions, which sometimes causes the main fuse to blow. No problems after change. Along with the switch mod, the main fuse was moved from beneath the left number plate to inside the airbox, permitting tool-less access to the main fuse should trouble occur. Again, the stock wiring harness accommodated the change.

The WER/Bohn DR-Z gets an Acerbis RM250 front fender, which is a wider fender for better protection and includes venting slots in the rear for more airflow to the radiators. The stock fork boots were also replaced with Acerbis front fork protector blades. Beneath the engine, stock engine guards were removed in favor of a full coverage WER bash plate. Brake calipers were upgraded with WER Crain Quick

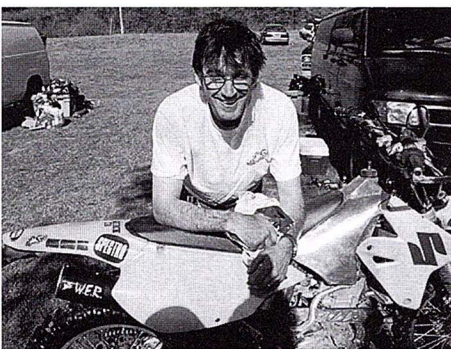
Pins for easier pad replacement, while the stock clutch lever was discarded for a Works Connection quick-adjust clutch lever assembly. This eliminated the stock starting dummy switch (which prevents bike from being started without the clutch being pulled in) while providing a lighter pull (via better leverage and a pivot bearing) and adjust-on-the-fly capability.

Performance Enhancements

Bohn Cycle's Russ Cherry did considerable head work to the DR-Z project—cleaning and polishing primarily to smooth out power. "I blueprinted the head



Already a smooth-running engine, this DRZ has been buffed and polished to run stronger and longer than stock.



Drew Smith poses with one of his "children." Drew has plenty of experience with the DRZ and most four-strokes.

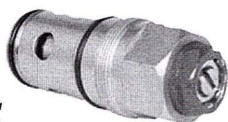


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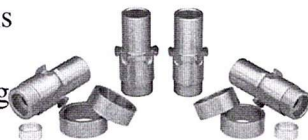
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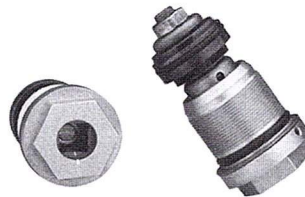
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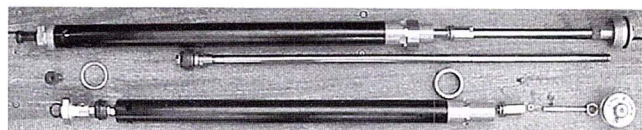
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Although not on Cherry's bike, WER is working on their own replacement silencer for the DRZ that will be light, quiet and powerful—but don't look for it soon, it's still in development.

and exhaust pipe, matching all of the ports," he explained. A WER DR-Z silencer was bolted up which was extremely quiet while providing improved performance. Jetting was richened considerably from the stock 142 main and 42 pilot. Cherry runs pump gas with a 160 main and 48 pilot. Chris Smith uses a 170 main, 48 pilot with the needle raised one clip position

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'01 DR-Z400E Stock Specifications

Engine:	398 cc, four-stroke single
Bore/Stroke:	90 x 62.6 mm
Comp. Ratio:	12.2:1
Carburetor:	Keihin FCR39
Lubrication:	Dry sump
Ignition:	Digital/DC-CDI
Starting:	Electric
Tranny:	5-speed
Final Drive:	14/49 gearing, 520 O-ring chain
Seat Height:	37.2 in.
Ground Clearance:	12.8 in.
Wheelbase:	58.0 in.
Dry Weight:	262 lbs. (claimed)
Front Suspension:	49mm Showa cartridge
Rear Suspension:	Showa with rising rate linkage
Front Brake:	Hydraulic w/250mm disc
Rear Brake:	Hydraulic w/220mm disc
Fuel Capacity:	2.64 gal.

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(stock is the middle slot) in his similar DR-Z.

Stock 14-49 gearing was found to be too tall for technical work. The WER/Bohn Cycle Special was upgraded to a Renthal final drive, adding two teeth to the rear sprocket driven by a Renthal Gold O-ring chain. Of course the DR-Z project got the full WER suspension treatment and a WER steering damper, and as such it's a sweet handling mount. Up front the stock triple tree was replaced with a TMC custom top triple clamp that features a three bolt pinch clamp for more secure fork tube mounting. In the TMC clamp were mounted RM bend Renthal Fat handlebars sporting TMC alloy hand guards.

The project was completed with N-Style shroud and fender graphics for cosmetic appeal. The end product is terrific—clean looking, compact and ready for action. Even in our short time aboard the bike it was readily apparent that ergonomics, suspension, motor and all around constitution are all considerably better than the stock sled. Beaucoup thanks to Ron Bohn and Russ Cherry of Bohn Cycle (412)822-4330, all our buds at Works Enduro Rider (908)637-6385, and other project sponsors including Acerbis, Works Connection, N-Style, Renthal, and TMC. ▲

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MOOSE RUN

Chuck Woodford tops a field of serious lunatics

Morrison, IL 5/13

Chuck Woodford outlasted fellow Kawasaki team-mate Fred Andrews to take the overall win at Round One of the Parts Unlimited Off-road

Championship Series, the infamous Moose Run. Woodford overcame the Bill Gusse designed 14-mile course, where he averaged just over one lap per hour, to beat all challengers in what has been declared "America's toughest off-road race."

Woodford finished four minutes ahead of Andrews with a time of five hours and eight minutes. Finishing third behind the Team Green duo with a time of five hours and 42 minutes was Joey Ambrosini (Gas-Gas). Todd Morain (KTM) finished fourth with a time of six hours and 22 minutes. Woodford, Andrews, Ambrosini and Morain were the only riders to finish five laps out of the 102-rider field. Jeff Fredette (Kaw) finished fifth, completing four laps and two of seven checks before dropping out.

Woodford, who is sponsored by Kawasaki Team Green, Moose, Scott, IMS, Pro Taper, Cornwell Tools, Twin Air, Dunlop, Pro-Circuit, RK, Applied, Shoei, Alpinestar and DP Brakes said, "This race definitely lives up to its reputation of being the toughest race around. Coming here you have to have the right kind of attitude. The strategy is to have fun and ride the course as fast you can without getting into trouble. With any luck you tackle the mud, the gullies and the logs

and still have something left for the last lap."

Andrews, the Kawasaki Team Green, Moose, Scott, Cornwell Tools, Dunlop, Shoei, Pro-Circuit sponsored rider said, "The Moose Run is definitely a tough race. Around every turn is another challenge. This is my fourth year here and I keep coming back just for the challenge. Last year I asked Charlie (Chuck Woodford) to come down. We both ride in this stuff all the time back in Ohio, and to us it's just another day of riding."

The course is made up of a series of wooded single-track trails that meander around the western Illinois countryside. It includes numerous creek crossings, hill climbs, peat bogs, ravines, drainage ditches and log crossings.

Bill Gusse, Parts Unlimited Off-road Championship Series coordinator said, of the Moose Run, "We don't put on a race anything like the GNCC or National Hare Scrambles series where everybody who starts the



Right: Chuck Woodford teamed up with Fred Andrews to survive most of the Moose Run, then went off on the last lap to win the overall. Right: Teamwork is an important part of succeeding at the Moose Run, and most racers team up for all but the last lap—then it's anyone's race!



If there aren't enough logs to cross—some have estimated as many as 700 log crossing in the Moose Run (highly unlikely)—there's plenty of mud to keep everything nice and slick.



Every now and then you get a photo that you know the subject doesn't really want to see in print, and this is one. America's most decorated Six Day veteran Jeff Fredette does a less than graceful face-plant over one of the many logs. Sorry, Jeff....

race has a chance to finish. We lay out a course that is technically very challenging. This year we used approximately four square miles of land to put on the event. The biggest challenges are the muddy trails, the water crossings and the log crossings. At every turn each rider has to make the proper line choice to stay out of trouble. Most riders work in teams." The moose Run is sponsored by Moose Offroad, PJ1, DP Brakes, Smith, Pirelli, Magura, and ITP.

Woodford, a 24 year-old St. Clairsville, OH, native, agreed. "Fred and I share that same strategy and

teamed up for the first four laps. We buddy-ride, keeping each other out of trouble and make a race out of it on the final lap. Last year I led this race right up to the end when I got caught up in a spectator-created obstacle and Fred got by me for the win. That was pretty hard to deal with, so this year I tried to set a fast enough pace that hopefully I would have enough of a lead built up that if I got stuck again I'd have time to still come out on top.

"Even though we agreed to ride together for the first few laps I decided early on to set the pace as fast as possible. All day Fred was right there pushing me. I would pick up the pace a little and he would be right there. We both started the last lap together and I just started charging.

"I got ahead of him when he got hung up on a hill. Pretty soon I couldn't hear him any more and that was like the wind in my sails. But I was still a little nervous right up until the end. They had rerouted around most of the bad sections but there was one last ravine where if you would pick the wrong line you'd get stuck. When I got to the last ravine section and found out they had rerouted us, then I knew it was mine to lose. I was never so glad to see the checkered flag."

Andrews agreed. "Charlie and I rode together all day to help each other out if needed. It's such a mental edge knowing you've got somebody there to help you out if you get stuck. We did the same thing last year, riding together for the first four laps before making a race of it. He was in the lead but got hung up at a log crossing and I got by for the win.

"This year I was right there again, riding with him just close enough to avoid his roost. Then I got hung up on a hill and had to make a second run at it. That last lap is every man for himself, so the buddy deal was off. After that I never saw him again. He rode a hard race and deserved to win."

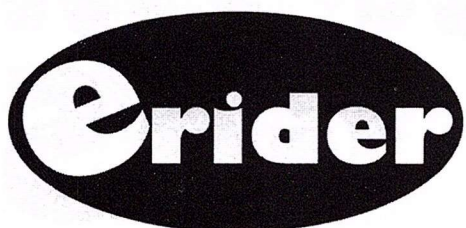
Ambrosini said of his third place finish, "I'm so happy to be here right now. This is the first time I've finished this race in seven years. Over the years I've kind of come up with my own strategy on how to finish and I just basically take my time and try to stay out of trouble. I'd like to thank the spectators, they really helped out a lot. A few times I would get stuck and there would always be somebody there to help out. I think I was dead last at the start but that's right were I wanted to be."



You can either try it on the bike, or ghost it over, but the main objective is to get to the other side of the log.



Oh yeah, and every now and then you'll find a log you have to go under. Or try to go under.



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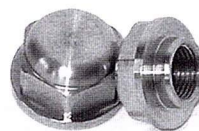
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Morain said, "I rode with Fredette for most of the day, we both got caught up in some barbed wire right away on the first lap. He had to go back to the start to make repairs and I just rode on. He caught back up to me on the second lap and we just rode together. I'm trying to qualify to ride Six Days this year and that was the reason I was here to test my riding skills. Riding with Jeff was just a bonus. Just seeing him in survival mode you can learn a lot."

Fredette said, "I guess I'm getting old. I've run this event probably 25 times and this is only my second DNF. Many years ago I had a transmission go out and this time I just had enough. Technically, I started the 5th lap but by the second check I guess I'd fallen down just one too many times."

The 43-year-old, 20-time ISDE finisher, continued, "At times this race is almost goofy. It's very extreme and sometimes bordering chaotic. It's right up there with a lot of other races I'd rather forget. Gusse uses the old school philosophy, don't cut out a section because it's bad, instead add that section to make it tougher. Just a good old-fashioned motorcycle race. But don't worry, I'll be back next year."

Gusse said, "The Moose Run is only one of six races in the Parts Unlimited Off-road Championship Series this year and is definitely not for everyone. The rest of the five races on the schedule are much easier with more traditional cross-county style courses. Where this one is in your face, the rest of them are much more rider friendly."

"As a promoter we don't want to over do it but the reputation of The Moose Run goes back to 1976. It was tough then and it will be tough again next year. This series offers one throwaway score so if you pass on this one you still have five more races." ↑

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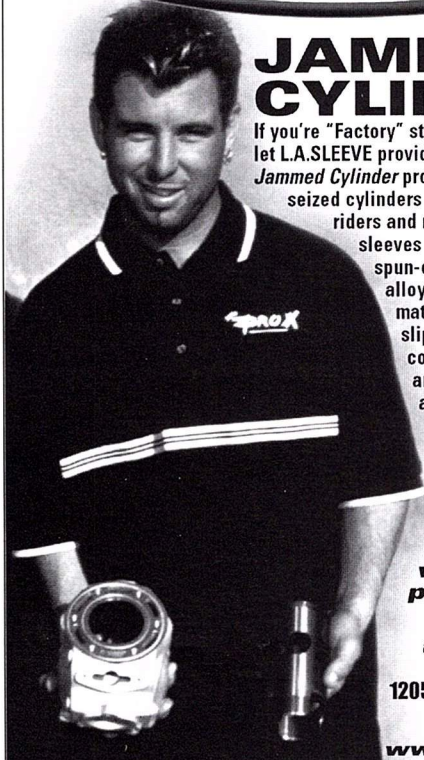
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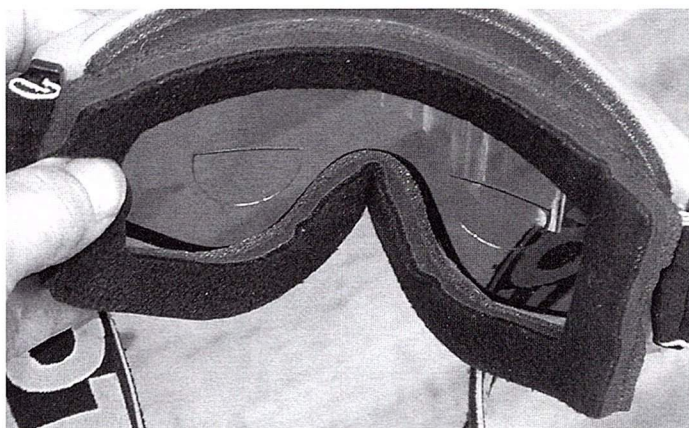
SIGHT FOR SORE EYES

Read that route sheet again!

As I type this I'm looking through a set of reading glasses at a computer screen. Actually, anything I want to really see has to be looked at through a pair of glasses, or a magnifying glass. It's not that big of a deal when I'm working at my desk, unless I go to scratch my face and knock them onto the floor. I don't need them to see long distances.

There's a lot of misconception surrounding not being able to see. People think that if you're wearing glasses you've got lenses on to correct some sort of overall vision problem. Like near-sightedness, or far-sightedness, and that you can't see without them. Most of the time that's true, and folks who have to wear glasses all the time have all kinds of trouble with goggles and eyewear when they're riding. And I feel bad for them, because I've gotten a taste of what they've been going through.

The trouble I have is just worn out eyes. They say most of us will experience this. As you get older your



Once the lenses are stuck in place they don't move around, bounce or come off. Cleaning dust of takes a little care, but no less than you should usually use. I've also peeled them off and re-stuck them with water from my drink system on a ride (no Gatorade, please).

eye muscles get weaker, and it's harder to focus on something close. When it happens, exactly, is hard to predict. Some of us might be 30 when we start having trouble reading, others might be 60.

For a dirt biker like me, the first time I noticed any trouble was years ago, trying to read the numbers stamped on those damned carburetor jets. You know the ones; stamped in script almost as small as the Lord's Prayer scribed on the head of a pin. I just cursed about it, then got a magnifying glass that still hangs on a pegboard over the workbench.

It wasn't much more than a couple years later that I started getting annoyed reading things. And I'm reading things, as you can imagine, all day long. The type was fuzzy, and it was a pain trying to keep my eyes on it. I went to an eye doctor who explained the whole situation to me, and prescribed a pair of reading glasses that pretty much ended the problem—as long as I have the glasses on. It got worse, of course, until I had to jump up a little stronger in my prescription, and now I have to wear the reading glasses whenever I want to do anything close that I have to see. Using a screwdriver is a whole lot easier when



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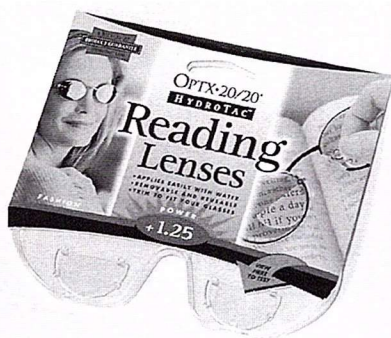
Riding was never a problem. At least it wasn't as long as I was using the enduro computer exclusively. I use a Pacemaker P3 with big half-inch numerals, and they're no sweat at two feet away. The trouble reared its ugly head one season when I rolled up a club's route sheet at a NETRA enduro and I flat couldn't see it in the roll chart holder. Close up, far away, no way—I couldn't see it at all.

Now a lot of guys suggest roll chart holders with magnifying lenses on them, but you know if you look around they don't make them much any more. And besides, if you use a magnifying roll chart holder you still can't see anything else up close. What if you have to fix something small on your bike? Like a master link? What are you going to do then?

I had to come up with something before the New Hampshire Classic Charity Ride this year. I knew that they'd have the roll chart printed in computer type in a size small enough to cram 120 miles of trail on a single sheet of paper, and that without the roll chart you'd be lost. I thought about wearing reading glasses under my goggles, or getting bifocal safety glasses or something, and then a spark somewhere deep within my brain reminded me of a product I'd seen in an ad in the back of an airline magazine a long time ago.

A quick Internet search put me at the web site of Neoptx, Inc., makers of the Optx 20/20 HydroTac Lenses. I looked over the literature and thought, "I wonder if these things will work in a set of Scott goggles?" and ordered up a pair. Price? \$20; chump change for restored vision.

The Optx 20/20 lenses are some of the weirdest things I've ever seen. I still don't understand how they can make them. They are soft and flexible as rubber, but exhibit optical quality when you look through them. They're made to stick on the inside of plain sun-
glasses, and they do so using the same general prin-



Some packages look like this, some we've seen are safety-yellow color. There's also another larger model made for diving masks; we'd guess you can find them at good dive shops. All of them will work, just get the right diopter strength and get them in the right position in your goggles.

cial as those change-your-oil stickers on the inside of your windshield. Actually, they're like little optical suction cups; you put a drop of water on the goggle lens and stick the Optx 20/20 on top of it. Push it down with moderate pressure and dry off the water with a lint-free cloth. Let the whole thing sit overnight and the Optx lenses stick like they'll be there forever. But they're simple to peel right off and stick on another pair of goggles, or back onto your sunglasses.

How do they work? Excellent! The trick is to get them stuck on the inside of the goggle lens at the perfect spot, say, centered on your eye width, and just a little bit below your forward vision. In the perfect position they're like bifocals. Looking forward you won't even notice them, but when you glance down you'll be looking through the lenses automatically. And suddenly you can see! I could read the roll chart no problem, even through the Plexiglas cover of an old,

scratched-up roll chart holder.

A couple of tips, though: I'd suggest sticking the Optx lenses on while the goggle lens is already installed in the goggle frame. It's a little bit tougher working around the goggles' face foam, but it's a lot easier to make sure the Optx lenses are lined up where you want them if you can put the goggle on and try them before they're dry. Also, make sure the goggle frame and lens are both clean, so you don't get dirt between the lenses. Finally, if you want to almost completely avoid goggle steaming problems install the Optx lenses on a thermal (double) lens for your goggles. The thermal lenses have an anti-fog coating on the inside lens that doesn't seem to interfere with the Optx installation at all.

We used the standard Optx lenses, made for sun-glasses. They also make a lens for safety glasses that looks essentially the same, and a bigger variety for diving masks. They would all work equally well for riding goggles, just get them in the right diopter value to fit your handicap (+1.25, +1.50, +1.75, +2.00, +2.50, or +3.00). If need be, you can trim them down without compromising their function.

They are great. With the Optx 20/20 lenses you'll be able to read your roll chart, GPS, odometer, what have you, without having to carry reading glasses or wear bifocals under your goggles. And for \$20 a pair, they're an absolute bargain.

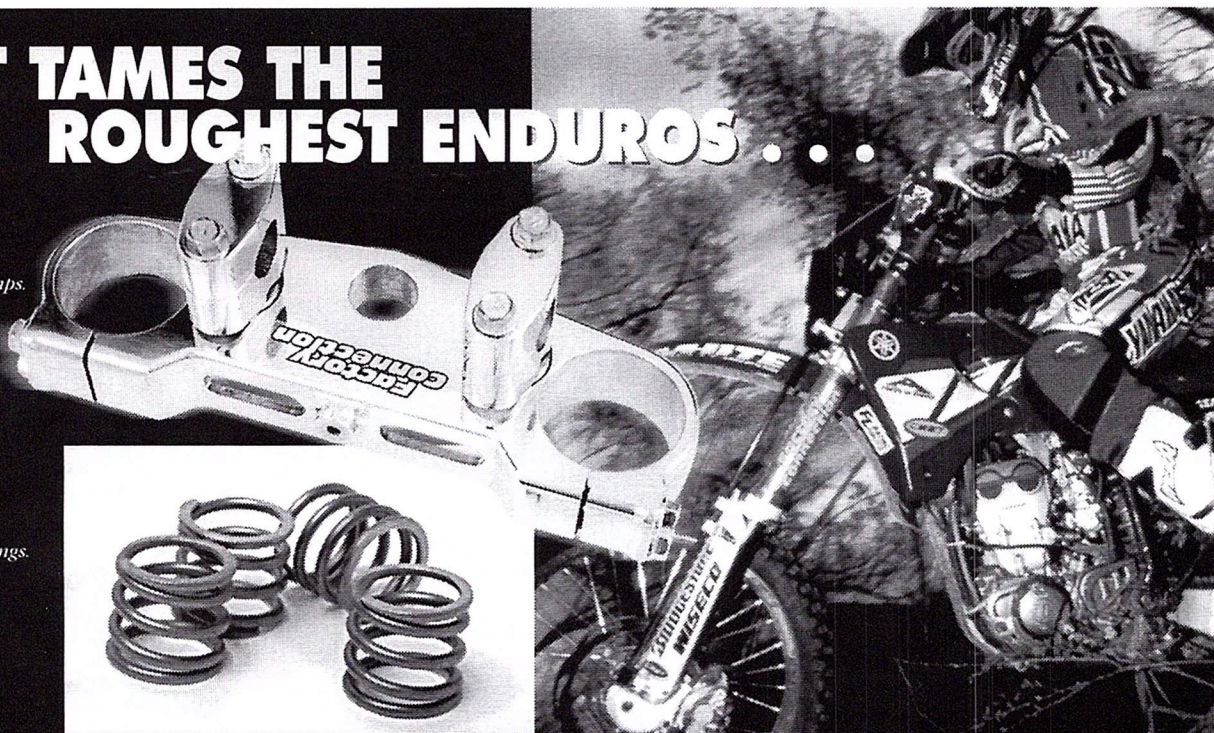
Where to find them: Optx 20/20 lenses can be found at some drug stores, specifically Walgreens, Longs, Rite-Aid, Bartell Drugs, some Safeway grocery stores and others. They aren't that easy to find. We are told that you can get them from some catalog retailers, such as L.L. Bean, Cabela's and Early Winters, but basically you're going to have to hunt for them. They're worth the search, though. Check out more information on them, plus some mail order sources, from www.optx2020.com. ↑

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ONE MORE WIN

Pat Timothy takes another step ahead in the series

Photos by Mark Baer

Fishouse, NY 5/20

What a nice weekend the CATRA people put together for us to enjoy. A 6.4-mile course. One of the better tracks I have ridden here, for sure.

The hare scramble used the same course as the Junior enduro used the day before. It looked to be a real fun ride, from what I could gather. With eight laps planned for the Amateur and Expert race at approximately 20 minutes per lap, this could be a long race.

The top Junior riders pulled off about twenty minute laps. This will be close to what the top AA riders will do. You may be wondering, "How is this possible? How can that be? Juniors as fast as AA guys?" Maybe not as fast yet, but still close to the same lap times. The track conditions in the morning are better than the last race of the day, and that has an effect on it.

About fifty Junior, Mini and Women signed up in the first race. Lots of competition in all classes. Many fast kids want a new Junior championship, and the Mini class is getting bigger. With five women showing up, this has been the best turnout in this class yet.

The start went off right on time, this part of the race we always pray for a safe ride. Mike Cimochowski got the holeshot but went down hard right after the first turn. He was on a brand new YZ250, just out of the crate. Mike was shook up big time and it took three or four minutes before they could start the Mini



Pat Timothy is keeping his win record fat this year, and did it again at CATRA.

line. Luckily Mike wasn't hurt seriously.

It was Yamaha of Putnam's Craig Carpenter taking the High Point in the Junior class, but not without a fight.

The Women's class had a battle with Billi Jo Tompson on her KTM and last year's champ Dawn Shayer on her new YZ125. Billi Jo said her and Dawn got side by side on a hill and Dawn took a better line and then passed her. It took a while for her to get back around Dawn. I asked Dawn how she felt today, she said "great and comfortable" on her new bike but she made a few time consuming mistakes on the last lap that may have cost her the win.

The Novices got off on time with lots of action for sure, and the spectators were enjoying every minute of it. By now the track was in pretty rough shape. Most of the hills were rutting up and getting deep powder ruts. After a few laps of battling for Novice overall it looked like a new member of our fine NETRA organization, Doug Marpe, aboard a YZ250, came out on top.

After a small delay the main event with the Amateur, A and AA, got off with no problems. By now track conditions definitely were not getting better, and with eight laps scheduled I knew it was going to be a long race. It can be tough for the club trying to determine how many laps to run the last race, keeping in mind that you want to keep it around two hours. Now this is easy to figure if the track conditions don't change, simply multiply the amount of planned laps by the lap time.

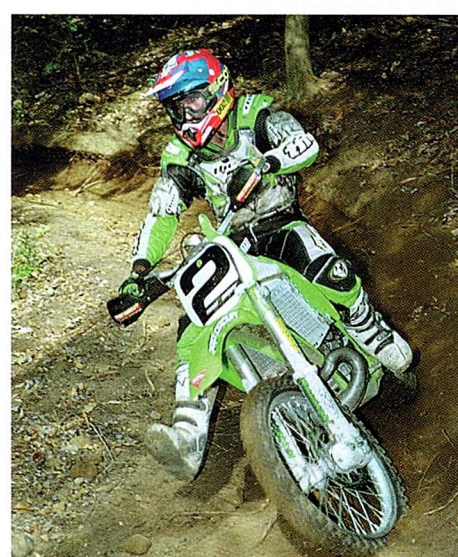
Now anything could happen in this hare



Bob Santheson carves through the loose stuff, and held on through the CATRA rocks for a third in the AA class.



Chris Panzella is giving Timothy the most trouble this year, and pressured Timothy hard before finishing second overall.



Brian Lawson is chasing hard but not having the best luck so far this season.



RER's Scott DeCosta had a great ride today. At CATRA he took a well-deserved High Point A.

CATRA H.S.

Class Results

Overall

Pat Timothy

A Overall

Scott Decosta

B Overall

Adam Simcock

Novice Overall

Doug Marpe

Mini Overall

Alden Clark

Junior Overall

Craig Carpenter

Mini

1. Jared Boothroyd

2. Jake Korn

3. Derek Grundman

Junior

1. Eric Staples

2. Jason Johnson

3. Benedict

Schiermeyer

Big Wheel

1. Aaron Koehler

2. Andrew Lowell

Women

1. Billie Jo Thompson

2. Dawn Shayer

3. Kiara Capaldi

Novice Open

1. S. Savoy

2. D. Galisewski

3. B. Kipp

Novice Four Stroke

1. M. Trask

2. D. Hopkins

3. J. Goscenski

Novice Vet

1. R. Zelenik

2. K. Larson

3. R. Champoux

Novice Senior

1. Jantes

2. C. Colvin

3. G. Mooy

Novice 125

1. N. Pelletier Jr.

2. M. Freedman

3. N. Palazzi

Novice 200

1. J. Clark

2. T. Harris

3. G. Burlock

Novice 250

1. T. Weaver

2. J. Roy

3. T. Accomazzo

Super Senior

1. A. Desrosiers

2. A. Zitta

3. P. Lussier

A 200

1. M. Peristere

2. G. Hamel

3. B. Barnes

A 250

1. S. Jackson

2. F. Messina

3. R. Dellaghelfa

A Open

1. M. Estes

A Vet

1. K. Law

2. M. Mears

3. D. Bonsall

A Senior

1. R. Billharz

2. R. Ericson

3. P. Mancini

AA

1. C. Panzella

2. J. Edmonds

3. B. Santheson

B 200

1. G. Meacham

2. E. Parent

3. C. Murdock

B 250

1. B. Roy

2. J. Brown

3. J. Williams

B Open

1. W. Zibell

2. D. Wagner

3. P. Matteau

B Four Stroke

1. J. Morrison

2. N. Hubbard

3. E. Pulroy

B Vet

1. M. Casale

2. E. Reinhard

3. J. St Laurent

B Senior

1. G. Grundman

2. R. Avery

3. D. Kirkman



scramble racing, you all know that, this is why you should never give up, no matter how tired you feel or if your bike is falling apart, just finish and suck it up!

The Amateur High Point was taken by Adam Simcock after he rode in the Junior race that morning. Good job by him. Look out for him next year.

Things could get interesting this year with lots

of competition in the AA class, and let's not forget these Experts fighting to get to the AA line. Take RER sponsored Scott DeCosta for instance, coming out of the Junior class last year and kicking butt this year with some top-five finishes aboard his 125 Suzuki and also taking A High Point. Look out for him this year.

RER's Pat Timothy and Chris Panzella put on a good show battling back and forth right up to the end. Timothy pitted on the last lap giving Panzella a chance to close within ten seconds of Pat, but Timothy's pit crew being right on the ball like the pro pit crew that they are let him know the situation at hand and to get on the throttle. Timothy held off Chris, finishing out a minute ahead of him.

Good job by all! See ya next time. ↑

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HILLBILLY CLASSIC

Finishing up 2001

The Hillbilly Classic enduro, held outside the small town of Clanton, Alabama, is one of the toughest enduros on the SETRA calendar and the final round of the SETRA season. Short at only 50 miles, it is full of tight trails and rocky, hilly terrain with hardly a dirt road to be ridden on. The race is also a dual sanctioned event with SERA, The Southern Enduro Riders Association. It brings out the best of both organizations.

This year it was a close race. A four way tie between SERA's Clay Boreing and Stephen Reed, and SETRA's Tommy Veator and Michael Grizzle. Each of the four only dropping 14 points. But when the seconds were added up it was Gas Gas's Clay Boreing taking the overall. "It was a good race. I didn't start off that good; I crashed a few times in the first test and got beat by a few seconds. After that I got into a groove and rode as best as I could. Mr. Grizzle kept me on my toes all day," said Boreing. Grizzle and his Husaberg finished a very close second. "I had a good race today. Good weather, good traction and no problems. I really enjoyed it," said Grizzle. In the third spot was Tommy Veator on a KTM 200. Fourth went to Stephen Reed.

This race has always been known for its tight trails. Most of the Alabama



Tommy Veator was right in the thick of a four-way tie for the overall win, and he wound up finishing third for the day by a slim margin. Right: Michael Grizzle had a good days ride, made no mistakes and finished second overall on his Husaberg.

trails seem to have that reputation, for that matter. This year was no exception. The club uses a small piece of land to lay out close to fifty miles of trail, with virtually no road mileage. Rains the week before made for great traction and no dust, but made for humid conditions. The temperatures were in the 90's. It was hot. The race was divided into two halves, with gas in the middle. The first half was ran at 18 mph. This seemed to help the B and C riders. It gave them the impression they were riding faster because they weren't racking up those minutes. The AA's preferred the afternoon's 24 mph pace. All the slower pace did was keep the scores in the 30's and 40's instead of the 80's.

They had a good turnout, close to 400 riders. The first section was seven miles long and pretty uneventful as the top riders zeroed it. A restart at 11.7 miles led to another seven mile section and once again the top guys zeroed it.



Clay Boreing kept a nose ahead of a fierce four-way battle for the overall, and came out the other end victorious on his Gas Gas by a handful of seconds.

The 18 mph speed average was the main reason.

Another restart at 24 miles led to the tightest section of the first half. It was nine miles long and with the temps now heading to the 90 mark, it was the toughest. Grizzle hit the check-out with the lowest time at 1:37. Boreing was next by seconds with a 1:50, followed closely by Reed at 1:61. It was on to the gas and the end of the morning loop.

The second half was run at 24 m.p.h., a time the SETRA riders are more





Forrest Hardeman took first place Open B at the Hillbilly Classic enduro.

accustomed to. The trails were basically the same. Rocks, hills and tight switchbacks. The first test was seven miles long and Boreing, Griz, Veator and Reed all posted a 4 at the check-out. The next section was a tiebreaker and once again a bit over seven miles long. Boreing made up those lost seconds here with the fast time of 4:241. Grizzle was next with a 4:262, with Reed at 4:267.

A reset was next, then three or four miles of trail

Hillbilly Classic Class Results

Overall Champion Clay Boreing

G-G 14

AA

1. Michael Grizzle Hbg 14
2. Tommy Veator KTM 14
3. Stephen Reed Yam 14

Open A

1. Glen Myatt G-G 21
2. Andy Barkley KTM 23
3. Brent Mercer Yam 25

250 A

1. Lee Stephens Kaw 18
2. Mike Monroe Hus 19
3. Frank Davis Yam 21

200 A

1. Russell Epley KTM 16
2. David Crain G-G 23
3. Jerry Cook KTM 32

Four Stroke A

1. Greg Walker Suz 27
2. Jason Reme Hon 29
3. Phil Whisenant KTM 29

Vet A

1. Steve Hensen KTM 20
2. Jimmy Ward G-G 23
3. Steve Moore KTM 24

Senior A

1. Terry Hughes Yam 17
2. Gary Johnston G-G 23
3. Phil Williams KTM 33

Master A

1. Phillip McMillan KTM 42
2. John Kirby Hon 53
3. Charles Elan Hon 59

Super Senior A

1. Robert Neeley KTM 24
2. Gary Goff Hus 28
3. Frank Schoenbeck Yam 30

Intermediate A

1. Gary Little G-G 21
2. Blaine Williams Kaw 28
3. Michael York G-G 28

Golden Master

1. Fred Hammond KTM 64

Open B

1. Forrest Hardeman KTM 33
2. Mike Douglas Suz 43

250 B

1. Kyser Smith Yam 34
2. Kimball Clayton Suz 35
3. Wes Vinyard Hus 36

200 B

1. P.A. Heavner KTM 26
2. Ross Porter KTM 30
3. Luke Durham KTM 32

Intermediate B

1. Chad Belcher KTM 36
2. Mark Tatum Suz 36
3. Zach Park G-G 44

Four Stroke B

1. Mark McKenzie Yam
2. Jimmy O'Quinn Yam 47

3. Ed Bowen Yam 47

Vet B

1. Terry Roberts KTM 41
2. Greg Darnell G-G 42
3. James Green KTM 42

Senior B

1. Eddie Royals KTM 36
2. Tom Farmer KTM 37
3. Steven Lewis KTM 38

Super Senior B

1. Johnny Craft Yam 42
2. Rick Shipner KTM 44
3. Royce Guidry G-G 57

Master B

1. Mike Thompson G-G 43
2. Mike Armistead Suz 52
3. Richard Patterson KTM 57

Open C

1. Emory Robinson G-G 31
2. Ryan Williams Suz 41
3. Patrick Jones G-G 42

250 C

1. Trey Cail Hon 36
2. Freddie Martinez KTM 54
3. Mitch Burroughs Hon 56

200 C

1. Bryan Henson KTM 27
2. Russell Monroe Kaw 43
3. Oliver Hathcox G-G 44

Intermediate C

1. Daren Pittman Hon 38
2. Danny Hilliard KTM 57

3. Richard McCallie KTM 57

Four Stroke C

1. Michel Lafollette Yam 53
2. Edward Bell Yam 54
3. Steve Stansel KTM 61

Vet C

1. Greg Armour Yam 44
2. Sean Dillon Yam 46
3. Duane Wellington Yam 52

Senior C

1. Allen Young Hon 37
2. John Branson KTM 58
3. Bates Becklarn KTM 58

Super Senior C

1. William Durham KTM 51
2. David Goins Hon 56
3. Steve Stansel Kaw 63

Master C

1. Frank Amos KTM 55
2. Robert Nall G-G 58
3. Richard Gantt Suz 144

Junior 100

1. Justin Robinson Kaw 52
2. Sam Porter Kaw 57
3. Jaret King Kaw 62

Junior Open

1. Taylor Reynolds KTM 32
2. Jeff Parke G-G 33
3. Justin Jumonville Suz 48

Women

1. Catherine Walker ATK ck5
2. Angela Buysman Hon ck3

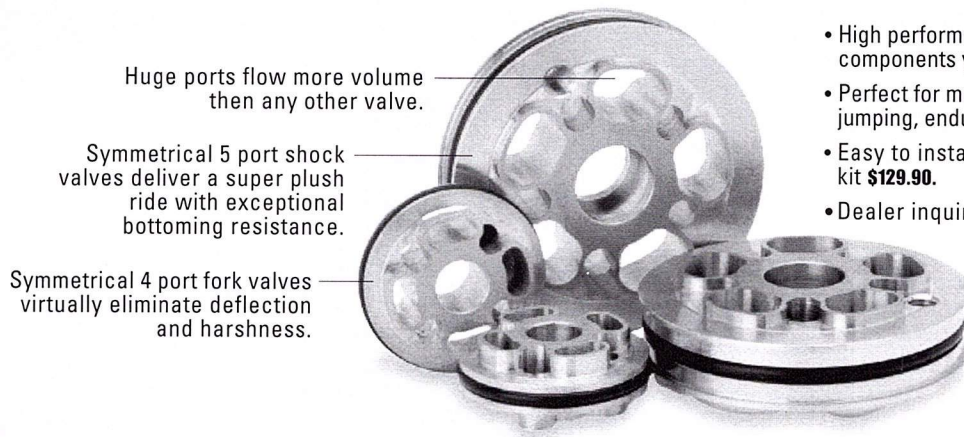
to the restart of the final trail; seven miles long and the tightest of the day. Grizzle wanted to make up those seconds and posted the fast time with a 5:30, just one second off of Boreing who had a 5:31. Reed finished with a 5:38. "I knew Clay had me by a few seconds, so me and Tommy (Veator) went into the last section going for broke. All I could get was a

second back. Not enough," said Grizzle.

"Me and Michael went back and forth all day, he would get one then I would. Going into the last section I knew it would call the race. He got me by a second, but I think I had him by 7 seconds overall. Michael kept me honest all day. It was a good race. Good trails and no dust," Said Boreing. ▲

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Mike Lafferty adds another win to his streak

West Greenwich, RI 6/24

KTM's Michael Lafferty was the favorite going into AMA National Enduro Series round six, in West Greenwich, Rhode Island, and for the sixth time this year he didn't disappoint his fans. The KTM, Enduro Engineering, Arai, FMF, Boyesen, Moose Offroad, Tsubaki, Scott, Sunstar, Spectro, Motion Pro, TAG, Michelin and Pro Clean-sponsored rider charged off the line with his familiar "take no prisoners" attack in the morning, and built up enough cushion that even an afternoon crash didn't hurt. He finished the day with a score of 31 points, fully three points better than the closest competition.

It was expected that local riders would keep Lafferty working, which was somewhat true, but his surprise competition came from rival and former national champ Randy Hawkins. The surprise came because Hawkins was still suffering the effects of a shoulder dislocation three weeks earlier at the Ohio GNCC. "I don't know what's going to happen tomorrow," Randy said on Saturday, "but if I was you I'd get my pictures early!" He started the morning with a wait and see attitude, ready to pull out if he couldn't hold on. Hawkins, sponsored by Yamaha, Factory Connection, White Bros., MSR, Shoei, Cycle Gear, Motion Pro, UFO, wound up feeling better than expected and stronger as the day went on, finishing with 34 points and second overall.

Another surprise came when the scores were tallied and local NETRA rider Jim Price, sponsored by Valley Motorsports, IMS, A-Loop, WER, RK Chain, EVS, Smith, N-Style and Pirelli and riding out of the Vet A class, turned in a great ride and finished third overall with a 36. Not much of a surprise, really, since Price won the High Point A prize at Monahan a few weeks before. Still, staying close to the national riders' scores all day, Price uncorked a great ride in the fifth section of the day, coming in just under the flip to beat every rider there into the check. Following close behind Price in the overall was NETRA contender Eric McEachern, Husqvarna's Fred Hoess, and Gas Gas' Matt Stavish, all finishing with 39 points.

The day started out foggy and cool, with light showers now and then keeping the ground damp. Rain on Friday and Saturday made sure the soil was moist and soft, creating a problem for the later riders as the

trails deteriorated. Trail boss Bill Haas and the Rhody Rovers planned to ease into the tough sections, so the riders were treated to some of the finest fun trails in Rhode Island before the hammer fell about 40 miles out. In all, the run was approximately 110 ground miles, a serious workout in New England. "You have to be ready to ride a national enduro when you come here," said trail boss Haas.

"Last year, I remember this run being



Mike Lafferty (21A) kept the streak going and posted his sixth overall for the season at Rhody. Left: Randy Hawkins spent the whole day riding sitting down due to an injured shoulder, but it didn't seem to slow him down. He finished second overall by just three points. Below: Dale Stegal and Hawkins' easy-access pit transportation vehicle.





Jack Lafferty Jr. picks his way through some of the typical Rhody rocks. He finished sixth in the AA Regional class.



Jim Price rode like the wind and scored High Point A and third overall. Another great ride in a season of them so far.



Nathan Knight parts the ferns. The Gas Gas team was out in force, looking for top ten finishes.



Fred Hoess had a great ride going, and then he broke a chain and lost valuable time fixing it.



Jerry Madore finished second in the AA regional class behind Eric McEachern. The NETRA riders did well as usual.

section of the day was similar in design, and Lafferty was up to stride with a 2:55 on the check-out, a full point better than anyone else.

Meanwhile, Hawkins was beginning to feel more confident in his shoulder. He had suffered a dislocation in his right shoulder at the Ohio GNCC earlier in the month, and as of the morning start had little confidence in his ability to finish. "We'll see how it goes," he joked on Saturday afternoon, "but you'd better get your pictures early!"

Two sections down the trail, where he lost a point in each but not by much, boosted his confidence. "My shoulder surprised me today. It was better than I expected, but it's not as good as it needs to be, really, to race Michael." He finished the second section with a 3:08 compared to Lafferty's 2:55. Just a few seconds behind as well was Husqvarna's Fred Hoess, second in the series points so far and riding in terrain very familiar to him. Hoess was one of the riders favored for a strong challenge to the KTM team, but a problem in the next section almost cost him the race.

"I started a little slow, but I was up there, and in that third section I was pushing hard, when all of a sudden my chain snapped," Hoess said. "I don't know how it happened, but I must have put on a half mile of running back and forth looking for my chain. I couldn't find it! When I did I put a master link in it and got back out, and at the gas I put a whole new chain on, but I lost a lot of time. It's a shame, because my bike was really working well, it was set up by Eraldo Ferraci and he did an excellent job, best I've ever had."

Hoess was lucky to get out of the section with 11 points lost, while Lafferty continued his charge by setting the fast time of six points. Hawkins came out the other side with seven points down, as did Stavish. Jim Price was starting to warm up, and matched scores with the two national riders, also scoring seven.

If they weren't warmed up by now, they were doomed as they entered the Rhody Rovers' famous Rock Garden section; nine miles of tight trails through unrelenting boulder fields. A new section going into it drew a lot of attention, as Lafferty explained: "They had some new sections, there were some rock ledges in there that were amazing. Like jumping up on top of that fire truck, with the rock on an angle, it was pretty gnarly. There were quite a few people there messed up. That section went into the Rock Garden section, and the Rock Garden was the easiest part! It wasn't very long; didn't have to be very long, maybe seven miles or something. They really socked it to you!"

Once again, Lafferty smoked through the section and set a score that nobody else could touch, nine points. Hawkins and Hoess came closest, with 10 points down, followed by Price and Stavish, both with 11. A reset and check-in followed, with another short section taking five points from Lafferty, Hawkins, Hoess and McEachern, but Price came through dropping four, an almost heroic time, considering that the best score from anyone else in the A Vet class was 11 points!

One last section was left, ten more miles of riding into the finish, with 100 miles already under their belts. It was time to just hold it together and finish, which wasn't easy for everyone. Washington's David Lykke, third in national points last year, saw his ride fall apart when he blew through a reset and into the check-in six minutes hot, and quit in disgust. Lafferty miscalculated a rock in that section, crashing hard



Washington's David Lykke had an excellent ride going until brain fade sent him into a check six minutes early.

and knocking himself silly, getting back up and heading the wrong way on the trail until another rider stopped him and turned him around. "Everything

Little Rhody National Preliminary Results

Mike Lafferty	KTM
Grand Champion	
Jim Price	KTM
High Point A	
Jacob Williams	Kaw
High Point B	
John Frayne	Yam
High Point C	
Overall	
1. Mike Lafferty	KTM
2. Randy Hawkins	Yam
3. Jim Price	KTM
4. Eric McEachern	Yam
5. Fred Hoess	Hus
6. Matt Stavish	G-G
7. Rich Lafferty	G-G
8. Jerry Madore	Yam
9. Rick Claxton	CRE
10. Raffi Peterson	CRE
A 200	
1. Martin Griff	Yam
2. John Burgard	KTM
3. Anthony Fabiano	KTM
4. David Harris	KTM
5. Jerry Randall	Yam

A 250

1. Dale Sweigart	Yam
2. Larry Poplin Jr.	Hon
3. Scott Hoginski	Yam
4. Rob Aldakimov	Yam
5. Bob White	Yam
A Open	
1. Al Switzer	KTM
2. Matt Estes	KTM
3. Nolan Knight	G-G
4. Mike McHale	KTM
5. Drew Smith	G-G
A Four Stroke	
1. Randy Mastin	KTM
2. Marc Grossman	Hus
3. Richard Heins	Suz
4. Luis Colom	Suz
5. Bob Edwards	Yam
A Veteran	
1. Jim Price	KTM
2. David Kelley	Hon
3. Kevin Howley	KTM
4. Mark Bouvier	Yam
5. Eric Koeller	G-G
A Senior	
1. Jim Gunselman	Yam
2. Jeff Grant	Kaw

3. Steve Bromley	KTM
4. Frank Vanaman	KTM
5. Dan Compton	KTM
A & B Super Senior	
1. Jack Lafferty Sr.	KTM
2. James Barber	Hon
3. Bruce Swapart	Mai
4. Ed Barber	KTM
5. Dick Shirk	G-G
B 200	
1. Jacob Williams	Kaw
2. Brandon Sigety	Kaw
3. Mark Jolly	KTM
4. Jimmy Bates	KTM
5. Jared Johns	KTM
B 250	
1. Fran Gaulin	KTM
2. John DeSimone	ATK
3. Shannon Shull	Kaw
4. Pete Belanger	KTM
5. Peter Anania	Yam
B Open	
1. John Egan	KTM
2. Scott McDonnell	KTM
3. Doug Simone	G-G
4. Art Pepin	KTM
5. Matt Biedka	KTM

B Four Stroke

1. Greg Smith	Hon
2. Jeff Booth	Yam
3. William Matto	KTM
4. Joseph Volpe	Yam
5. George Diedrich	Hon
B Veteran	
1. Mike Kowalsky	KTM
2. Todd Temple	KTM
3. Michael Bilunas	Hus
4. Scott Lussier	KTM
5. Craig Lambert	KTM
B Senior	
1. Kevin Corbeil	Hon
2. Ron Pratt	Kaw
3. R. Mitchell	Hon
4. Jeff Cote	KTM
5. Bob Young	KTM
Women	
1. Amanda Mastin	KTM
2. Stacy Edwards	Hon
3. Debbie Quinn	Kaw
Masters	
1. Tom Farley	CRE

worked perfect today," he said, "except in that last little section I got kind of messed up, fell, crashed, I don't know what I did. I hit my head and got messed up. It was cool, though, they did a great job. All in all, I had a good day."

Hawkins had a better time in the last section, setting the low score of five points and closing his day with a 34. "I didn't fall, that was my first objective," he said. "You know, the Rhody club did a great job. They could have punished us today—we only had two sections that were maybe eight miles long, everything else was six miles, five miles, and I'll tell you, I had enough! If they would have had ten or twelve mile sections,

maybe a few more of them, they would have had very few guys finish on the gas. I think they did a great job keeping everyone in the game with resets and such."

He was philosophical about his racing against Lafferty this season. "Michael is riding really well, he's got a lot of confidence," he said, "his bikes are working really well, Al Randt and him are doing a great job. For me, I need to be 100 percent in order to beat him. I made it through, though, and I said if I come out with a top three finish I'll be ecstatic about it. I know I could have done better healthy, but with my shoulder the way it is, that's as good as I could have done."

Jim Price finished third overall and High Point A

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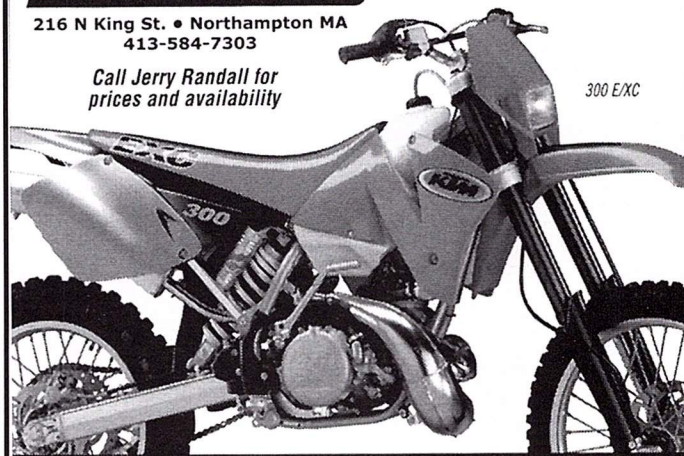
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with a 36, a great ride. Eric McEachern's excellent 39 point ride on a CRE was good for fourth overall and tops in the AA Regional class. Fred Hoess finished fifth overall with a 39, just seconds ahead of Gas Gas' Matt Stavish, who claimed a good ride aside from a few troubles. "I did all right, I had a couple little problems but overall I think I did decent. This was by far the toughest national enduro this year. I don't remember being this tired for a couple of years! It was a lot of fun, the club did an excellent job. I had some little problems, in one section I broke my brake pedal off, I think they picked up a couple of points on me there. Then, this morning my front brake caliper came off! One of the bolts backed out, and the other was still hanging on but the caliper was just flopping there. I rode a short section, maybe only three or four miles, but I didn't use the front brake at all. I didn't want it pivoting around and wrecking something. Other than that the bike worked really good, even with stock springs and valving the suspension worked great today. I had fun."

Richard Lafferty, also of the Gas Gas team, finished up leading a trio of 44 point scores, and took home seventh overall. He was tied in points with local riders Jerry Madore, who finished third overall here last year, and Rick Claxton (CRE). Finishing up the top ten was E-Line's Raffi Peterson, who finished with a 46.

High Point B went to Jacob Williams of Mt. Union, Pennsylvania, riding a Kawasaki, and High Point C was the exclusive property of John Frayne of Verplanck, New York, on a Yamaha. Amanda Mastin, daughter of Six Days veteran Randy Mastin, won the Women's class, and NETRA's own Tom Farley went the distance and was the only person in the Master's class to finish. ★

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1.85, 2.15	M22	120/80-19	100/90-19
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W. Stafford, CT 6/10

Cycles 128's Eric McEachern became the third different winner in three events of the young 2001 NETRA enduro series. He edged out Valley Motorsports' Tom Norton for the overall win by a mere 33 seconds, with Norton out to redeem himself after his previous round DNF. Both riders blazed the course, dropping seven points. Only Norton's Valley Motorsports teammate Jerry Madore could come close to the pair with his nine-point score, good enough for a third overall finish.

The Connecticut Ramblers regularly run the event over terrain that is challenging enough to take a few points from the fast riders, while not dampening the spirits of novice riders. The event consists of typical New England rocky single- and double-track trails, with sections connected by stretches of rocky cart paths. With enough nerve to keep the throttle held open on the cart paths, one could easily zero a good number of the sections. Without that banzai attitude, an extra point or two will quickly ruin an otherwise good ride.

In years past, the event started in a wooded section of a farm with fast, winding trails leading to a grass track that's an absolute hoot to ride. This year, the club decided to turn things around and send the riders down the road a bit and into the local forest. Several riders blasted their way through the first section without losing a single point, including McEachern, Norton, Madore, Peter Tanner and Raffi Peterson. Most of the AA and A class riders came through just after the flip, losing only one point. Hans Neff may have ruined his whole day here, as he actually burned the check-out, costing him two valuable points.

Section two again benefited anyone who could muster the courage to pin the throttle over the wide, rocky trails. Most A riders scooted through with zeroes while others only lost one.

The same held true in the third section where faster riders lost only one point, followed by numerous two-point scores. In the longest sec-



Eric McEachern (above) kept the hammer down and his seconds low, and took the win with the best tiebreaker scores. Left: Paul Courville finished second in the A Veteran class. Below: Tom Norton came back this year to ride the enduro series, and is working on getting his speed up. He tied McEachern on points, but not on tiebreakers.



tion of the day so far, the trail tightened up and took a few points away. Hans Neff just missed a chance to make up a point on the leaders as he set the pace with 3:01. McEachern was next fastest with 3:10, followed by Norton (3:24), Tanner (3:41), Madore (3:46) and Peterson (3:58). At the gas stop, it was still anyone's race to win.



DURO



NETRA series reigning champ Hans Neff had a bad day, burning one check and giving everyone else a two-point advantage.

McEachern, Norton, Madore, Tanner and Peterson were all in contention with only four points lost at the halfway mark.

A short section of un-timed trail followed the known control leaving the gas stop, leading to a reset and stretch of tar road. Heading unchecked back into the woods, McEachern and Norton separated themselves from the rest of the pack by



Master class regular Tom Farley rode his usual steady pace and took the class win once again.

losing only one minute. Hans Neff and Neil Dennett gave chase with two-point cards, followed up by the threes of Madore, Tanner and Peterson.

Since the course layout had been slightly reversed, a reset and known control gave riders a brief reprieve before heading into the final trail and grass track section. The trail section leading to the grass track is some of the finest trail in the area, with fast straights and twisting turns

Somers Run Enduro			B Four-Stroke			C Four-Stroke		
Class Results			A Four-Stroke			B Veteran		
Overall High Point			A Veteran			B Senior		
Eric McEachern	CRE		1. Jim Green	Suz		1. Tom Canesi	KTM	
A High Point			2. Bob Edwards	Yam		2. Brian Crusler	KTM	
Bill Drummey	Hon		B Bantam			3. Scott Lussier	KTM	
B High Point			1. Paul Lussier	KTM		C Bantam		
Fran Gaulin	KTM		2. Peter Kelly	KTM		1. Scott Pakenham	KTM	
C High Point			3. Jeffrey McDougal	KTM		2. Ken Salsnon	KTM	
Dan Selvidio	Suz		B Light			3. B.J. Thompson	KTM	
AA			1. Fran Gaulin	KTM		C Light		
1. Tom Norton	Yam		2. Peter Anania	Hon		1. Joe Bachiochi	Yam	
2. Jerry Madore	Yam		3. Jon Walsh			2. Ben Kimball	Yam	
3. Hans Neff	KTM		B Heavy			3. Michael Walters	Kaw	
A Bantam			1. Gary Ryan	KTM		C Heavy		
1. Marty Griff	Yam		2. Dave Gaspar	Hon		1. Scott Donahue	Yam	
2. Kerry Clark	Hus		3. Andrew Wyzkowski	Hon		2. Dave Galisewski	KTM	
3. Jerry Randall	Yam					3. Bruce Cloney	KTM	
A Light								
1. Paul Milliken	KTM							
2. Dave Carlson	Yam							
3. Gus Bender	Hon							
A Heavy								
1. Bill Sironen	KTM							



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between the trees. The course then shoots out of the woods into a massive field of choppy grass track. Bushy trees and tall grass line both sides of the course, so there is no open view of the course. Short straight-aways are riddled with rocks and braking bumps, with flat, sharp corners between.

McEachern sewed up his win in this last section, setting the pace at 2:10. Norton's 2:29 did no good in trying to break his seven-point tie with McEachern. Neff followed the leaders through at 2:54, with Madore hot on his heels (2:56). In the end, McEachern's speed gave him the win with a seven-point card and a 33-second cushion over Norton after tiebreakers.

In the A class, local four-stroke rider Bill Drummey took home the A High Point trophy for his efforts. Fran Gaulin nabbed the B High Point on his KTM with a fine ride, while Dan Selvidio cruised to the top of the C class on his four-stroke Suzuki. Stacey Edwards edged out Deb Quinn for top honors in the Women's class and Tom Farley aced the Masters division.

After three events, Cliff's Cycle-sponsored Neil Dennett finds himself in the hot seat with his consistent finishes. He currently maintains a four-point lead over McEachern in the overall standings. It's still a tight race as only 13 points separate the top five riders. With no throwaway events and one required work credit, there are only eight events to score points in this season. That should make it a tight race all the way to the finish! ↑



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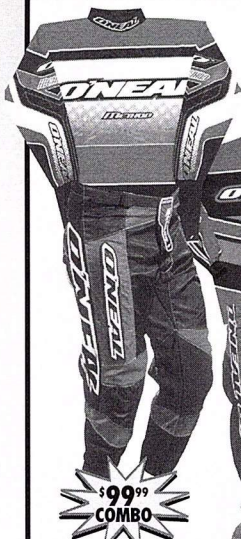
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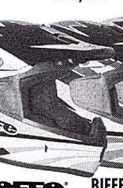
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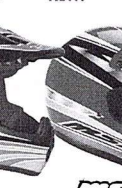
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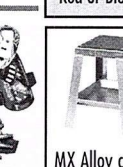
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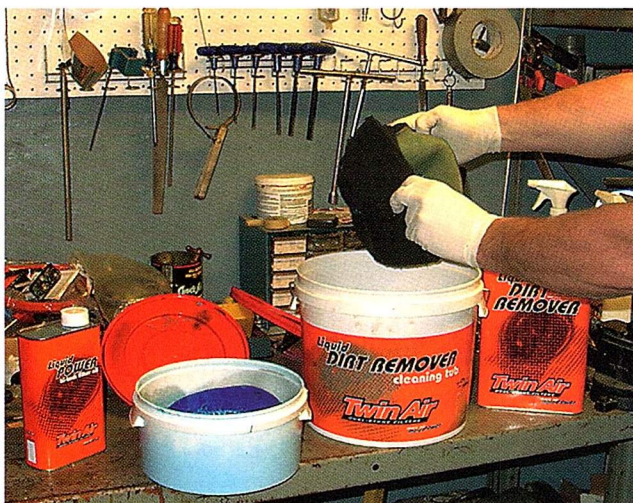
Products we've handled and things we've played with

Liquid Joy

It's hard to imagine a nastier task than cleaning a foam air filter. What do we do? We get a small bucket of horribly flammable poisonous gasoline and rinse the filter out, then take the reeking, stinking thing into the house to wash it in water. Then we have to pour out the oil on it and massage it in—it's a mess. Not much better if you use the spray-on cleaners, because if you're not careful you'll have spray-on cleaner all over the garage.

No, it's best to have some sort of system set up so that you can clean filters with a minimum of pain, and Boyesen/Twin Air has just that. Twin Air, the biggest name in foam filters, bottles its own cleaning solvent and arguably the best filter oil known

to man, and also makes available cleaning tubs to hold it all between washings. Take a four liter can of Liquid Dirt Remover and dump it into its special tub (that comes with a grid for the bottom and a lid on top) and you have a less smelly and toxic cleaning tub that you can cover and put away when you're done. Then you wash out the cleaned filter in a bucket of soapy water just to be sure all the sand is out and let it dry. To re-oil it, dump a one-liter can of Liquid Power filter oil in its own holding tub and now you have a container set up to oil filters the only way Twin-



The whole Twin Air cleaning system, including Liquid Dirt Remover and its own re-sealable bucket, and Liquid Power filter oil in the small re-sealable bucket. Add a pair of rubber gloves and though cleaning filters isn't painless, it's a lot cleaner.

Air recommends: dunk and squeeze. Once again, when you're done you just snap on the oiling container's lid and you're done with it.

You can get all the pieces of this kit separately, and this summer Boyesen is going to offer all the above along with a couple pairs of disposable rubber gloves and a free can of contact cleaner for a suggested retail of \$52.30. For convenience alone, you can't beat it. Ask for Twin Air products at your dealer, or call Boyesen Engineering at 800-441-1177 to find out where to get them.

Happy Wrist

Another great Boyesen product that you may be overlooking is the Boyesen Flex-Grip. The Flex-Grip appears to be the same thing as a throttle assembly without a cable, and it goes on the left side of your handlebars. Instead of moving freely the insides are rubber-damped, and it gives you a total of about 30 degrees of movement, depending on whether you're using the soft, medium, or hard rubber dampers inside. This little bit of extra movement on your left hand at first feels odd, but once you get used to it and ride a little you'll wonder how you ever lived without it. For us it meant no more arm pain after a long ride, and if you suffer from carpal tunnel syndrome, arthritis or any kind of joint pain the Flex-Grip feels like a miracle. It also seems to help reduce arm pump for us. Two things: if you have handlebars with the left side knurled for a non-slip grip, take some sandpaper and knock the points off the knurling. Secondly, if you need to clear handguards with the Flex-Grip, very carefully cut the end off with a hacksaw. Oh, and although the Flex-Grip is remarkably compact, it still takes up room on the bars, and your remote switch for your timekeeping gear may be squeezed for space. But it's all worth it when you find out how good your arm will feel. Easily worth the \$52.45 at your Boyesen dealer.



FMF Factory 909 GP Handlebar

If you want a handlebar of superior strength without going through the hassles associated with tapered handlebar options, then FMF's Factory 909 GP handlebar is just your ticket. Made from heat treated



7075 aircraft aluminum using a dual wall construction, FMF's 909 bar takes a backseat to no one's 3/4-inch handlebar in the brute strength department. The dual wall design inserts an extra inner wall that runs through the highest stress sections of the bar, basically from the triple clamp to the grip. Extra features include engraved positioning guides to insure proper mounting in the triple clamp, anti-slip knurling on the right grip surface, an extra-strong forged crossbar, and a crossbar pad at no additional cost. The 909 handlebar is available in popular bends for dirt bikes, minis and quads at a suggest price of \$74.99. See your dealer or contact FMF directly on the web at www.fmftracing.com.



Bearings for your Budget

Bearings are nothing special, right? Yeah, not until you have to buy a bunch of them. If you've priced OEM bearings lately you've already found out that bearing prices are sky high from the bike manufacturers. Never fear, though, Worldwide Bearings will come to the rescue, with good prices on probably the same brand bearings you'll get from the OEMs. Worldwide carries bearings and seals for just about every place on your bike, and you'll save money with them. Call Worldwide at (800)575-3220 and tell them we sent you.



Moose Lightweight Paws

By now everyone is familiar with Moose Offroad's Sahara gear, the hot weather riding gear that's pretty much made out of fish net material. Want to stay even cooler? Cut the lining out of the Sahara pants for the ultimate in flow-through. New this year from Moose is the Sahara glove. It's a lightweight padded-nylon glove with all the cool features, except it has no plastic padding sewn on anywhere and it's full of tiny holes. We've tried them and they're about the lightest and coolest gloves you can find. One thing though: If you're going to use them, make sure you use handguards and plastic deflectors for off road riding. No plastic padding means no protection to the back of the hand. But, they are cool. See them at your local Moose dealer.



MSR System X

MSR has System X boots that are really trick. They're built by the same people who build Alpinestar boots, so they share the same craftsmanship. In addition they're made of top-grain leather with a natural leather interior and soft gel ankle protection. MSR exclusive set-and-forget buckles never need adjusting (just as long as your feet don't suddenly grow), and they're made for maximum comfort in minimal break-in time. They retail for around \$230 a pair. The other good news is that the new MSR catalog is out. We just received one here, and it is 92 pages of all of the coolest apparel and parts you'll ever need. You can get a copy of your very own by writing to 232 Granite St, Unit 101, Corona, CA 92879, or see your dealer. Please don't call them because they're not set up for telephone orders from Corona, okay?

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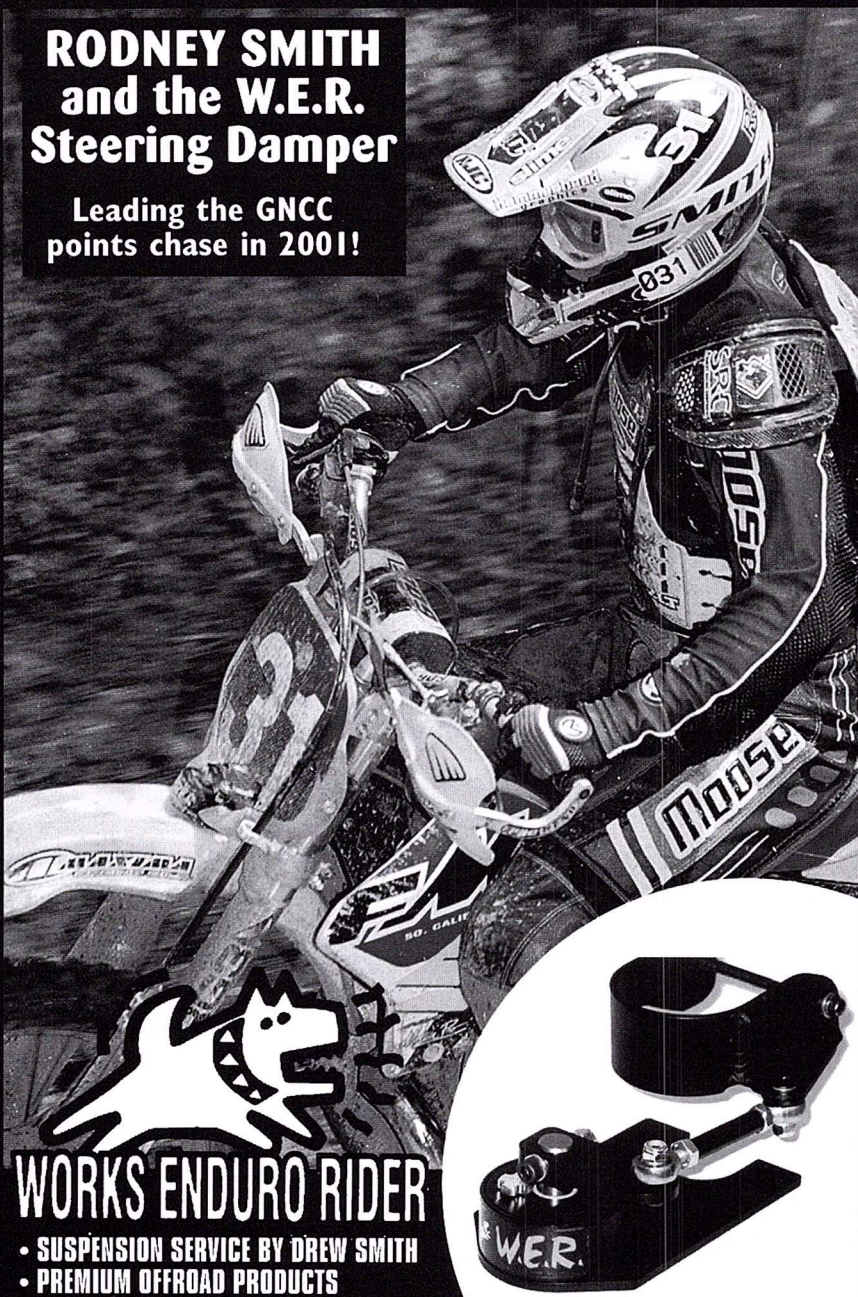
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Moose Carry-all Products

We recently had opportunity to try out a bevy of gear carrying options courtesy of Moose Racing. Unless you've been living in a cave, you already know that Moose is one of the premier suppliers of top-notch off-road motorcycling gear and hardparts. As you'll see below, there's a Moose pack suitable for every type of rider and riding venue. For additional technical or ordering information see your local dealer or visit Moose Racing's website at www.mooseofroad.com (M.U.).

XCR Rolling Gearbag

I'll have to admit the emergence of roller luggage has been one of my airport/air travel pet peeves for some time, creating yet another set of slow moving obstacles in a sea of slugs. However, after many years of traipsing about with an overloaded gear bag in tow, my hernia needs a break.

It's easy to see that Moose is really onto something here. Naturally, the Moose rolling gearbag is designed for moto gear and as such is sized and shaped just right.

There's a large main compartment that will easily fit the full complement of chest protector, helmet, outerwear, fanny pack, etc. Four decent sized zippered side pockets of varying sizes take care of smaller needs and/or provide clean spaces for street wear. Another unique feature, there's an extra-large zippered boot compartment beneath the main compart-

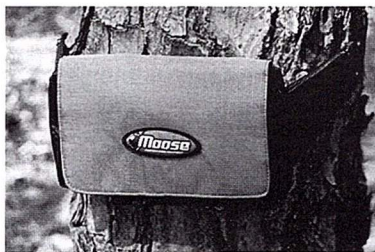


ment that gets accessed from the side. This compartment is supported by a light, board-like liner that helps it keep its shape while preventing boot buckles, soles or other hard points from wearing through its nylon compartment walls.

Regarding the rolling function, a handle slides out from the bottom of the bag for easy maneuvering and sturdy rollerblade-style wheels should take plenty of punishment. And it's going to need it if it's regularly handled by our local airport baggage buffoons. During a recent trip the wheels and retractable handle worked great and there were no problems negotiating airport concourses or baggage carousels.

The bag uses durable oversized zippers all around, however, except for the main storage compartment they're one way zippers which sometimes complicates access to the side pockets. Another gripe, the bag is kind of girthy, making it a bit cumbersome to carry using the main strap handles, and there's no shoulder strap. Don't even think about trying to carry on. Nonetheless, it's a great piece of checked baggage that'll handle everything you need for an outworld adventure.

Material: heavy-duty 840 & 1000 denier



nylon. Size: 32"L x 17"W x 17"H. Color: black/gray. \$119.95.

Moose Race Pack

The Moose Race Pack is a small, lightweight fanny bag designed to carry minimal tools and race essentials. It consists of a single main compartment with

integral elastic tool-securing loops, a zippered pouch flap and two side pockets. The compact size hugs close to your derriere, reducing potential snags in the trail, while external belt loops allow the attachment of additional accessories like canteens or utility pouches. It's built tough in the USA and should last through many years of the most grueling competition.

Adjusts to fit waist sizes 30 to 42-inch waist. Capacity: 1,400 cc (volume). Material: heavy-duty nylon. Color: blue, stealth (black/gray). \$34.95

Moose Enduro Pack

The Moose Enduro Pack is a mid-sized fanny pack that'll carry all your essentials and then some. There are two internal compartments, one outfitted with elastic tool-securing loops, the other unencumbered

and large enough for an extra set of goggles, gloves, or several 12-ounce beverage containers. The securing pouch flap has a zippered pocket ideal for documentation and there are twin zippered side



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pockets as well. Perhaps the most useful feature of this bag are the two external cinch straps, designed keep things from rattling around and/or allow external stowage of additional soft cargo like spare jerseys, light jackets, etc. Not too big, not too small, it's a classic off-road riders pack that'll fulfill just about every rider's needs.

Adjusts to fit waist sizes 30 to 42. Capacity: 2,800 cc (volume). Material: nylon and Cordura nylon. Colors: blue, stealth. \$39.95.

XCR Backpack

Ordinary daypacks can leave a lot to be desired when worn motorcycling. Fortunately, Moose Racing has designed a motorcycle-specific backpack aimed at rider comfort and utility. The XCR backpack sports a slim-fitting ergonomic design around multiple zippered compartments for carrying lots of stuff. There's even a pouch that'll fit a drink system's bladder inside. (bladder not included). The backpack's waist belt has integral molded foam to help support the weight and keep the straps in place. Additionally, there are external cinch- straps, which can be used to crunch down the size of the bag, keeping it out of harms way. All in all, the XCR backpack is very comfortable, has plenty-of room and will surely show



great constitution with its ballistic nylon construction and beefy zippers. Outback certified.

Material: nylon. Color: stealth. \$49.95

Moose Qualifier Pack

If you're looking for a basic, no-frills fanny pack, then the Moose Qualifier Pack is your ticket. It features a tough nylon construction with single large main compartment and belt loops for attaching canteens, utility packs, etc. Unencumbered by inner partitions, the



Qualifier fanny bag might find other uses, perhaps as a mechanics bag or for other outdoor sports (hiking, skiing, etc.).

Adjusts to fit waist sizes 30 to 42.

Material: nylon. Color: blue, stealth. \$14.95

Moose Spare Tube Fender Pack

I'm not one for fixing flats on the trail. However, if I was, I'd have a Moose Spare Tube Fender Pack mounted on my front fender. This pack uses a really trick mounting scheme that allows it to remain amazingly secure wherever it's mounted. It is a small bag, the perfect



size for a tube, pair of tire irons and CO2 tire inflator kit. Of course, it'll hold just about anything else too. Made in USA; Material: Cordura nylon. Color: red, blue, black. \$19.95

Moose Rear Fender Pack (Bag)

Not long ago, a sturdy fender bag was de rigueur for virtually every steed in the garage. They offer an

alternative carrying tote for riders who don't like fanny packs or need a little bit of extra cargo space. Back then Chase Harper made what many considered to be the Cadillac of fender bags. The Moose Rear Fender Pack is an improved version

of that classic fender bag made for Moose by Chase Harper. It features a sturdy zippered closure protected by an extra large Velcro-secured flap. One improvement is the metal grommet-reinforced mounts holes in its bottom, virtually eliminating mounting problems. Additionally, the sides and bottom are reinforced, letting the bag better maintain its shape while adding durability. Finally, there's an inner cinch strap to keep items from sliding around and wearing holes in it. Virtually indestructible.

Size: 9"L x 6"W x 5"H.

Material: heavy duty 1000 denier Cordura nylon. Colors: blue, red, black. \$42.95

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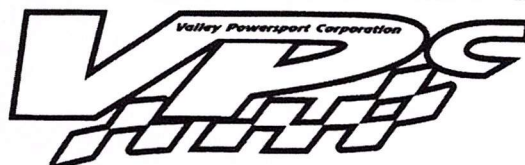
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JEREMY vs. SHANE

Our best motocrosser should start thinking outside the building

I attended my only annual Supercross, the Indianapolis round, in 2000. Attendance was around 41,000 people.

I love to watch motorcycle racing. But there was very little of that going on at this Supercross. Sure, there was giant air, crashes and thrashes, but very little passing and strategy. The thing I like about bike racing is that you can actually see the rider and all his efforts. I could see even from my vantage point of way up in the cheap seats, that the only rider in the main event who was really trying, was Jeremy McGrath. Sure, Ezra Lusk rode round and round enjoying the lead he gained after a first turn pile up. But Jeremy started the moto laying on the ground and never gave up.

To the untrained eye you would need a stopwatch to see who was circling the track faster. Ezra or Mac. But to an educated eye, Jeremy out-classed them all. You could see him trying to make up time in every corner, and that's where racing occurs. You can only jump so fast, there is a maximum and minimum speed that these jumps can be taken, too fast you miss the landing pad, too slow, and we all know too slow.

We hear so much about what Jeremy has done for Supercross that we may get off base why he is the "Great." The reason Jeremy is head and shoulders above the rest is because he has the focus to see further down the trail. Almost like he sees a bigger picture. He realized racing all year 'round would dull his focus on his moneymaker—Supercross. Remember as much as Jeremy has done for Supercross, Supercross has done even more for Jeremy. He should be a very rich man, and this makes his job even harder. It would have been easy for him to get up and push his bike to the sidelines. He could watch the race leaning up against his bike. Why not? Hee's already won the championship, he's got plenty of money. He's got Ezra writing retractions and everybody on the track tiptoeing around trying not to mess up their finishing order. "I'll go slow if you go slow, teammate?"

But have "No Fear," Jeremy's here! He jumped back on the top of his motorcycle and gave

chase. He rides so smart, too, he didn't take off with reckless abandon with no regard for life or limb, he rode safe and smooth giving the other riders the better line while he passed them in the secondary line. No bumping or crashing, just better riding.

I decided right then Jeremy truly was hero quality, but there is one problem bothering me. Supercross is not the biggest game in town. I

racer in the world is whoever wins the longest, most difficult races, there is no other way to see it. Pecking order goes down with every level until you can fit it in your TV box.

Before Jeremy gets too burnt out on racing he should take stock of what is really important, and I think he will find that his riding is very important. He tries too hard to be tired of riding. He may be burnt out on all the other hoopla that

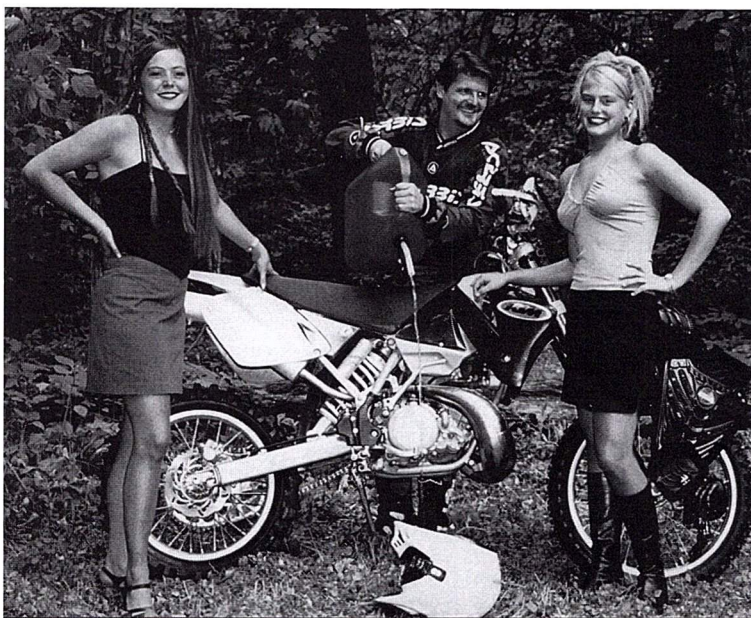
goes on with super bump, but he still loves to ride. What should he do? Quit? It makes me sick to see all the retired champions standing around in our sport surviving only as Has Beens. I strive to keep the prefix "EX" from in front of my name, "Current" is so much more alive. If you really love to ride you never quit. If you are really a motorcyclist you seek out greater challenges, and at this moment I would like to reflect on Guy Cooper. Supercross darling turned Six Day special test tire changing beast. He led his team to the highest finish our country has had in years. Thank you Guy, you are on my list of heroes.

So what should good old Jeremy do? It's time he goes after a new and bigger game. First he needs to go to Europe and win the World Grand Prix series. This is feasible, and just think of the fun. Jeremy could

get a really cool box van, gather his best gang and do a crazy-fun Euro tour. Wouldn't racing new and exciting race courses stimulate his mind more than another 20 minutes around the super jump track? Our king has outgrown his castle.

Once Jeremy has become the world MX champion I still see riding in his future. Yes, because if Jeremy McGrath is all he appears, then he needs to step to the plate, in behalf of his country, in behalf of tradition, and in his quest to prove that he is the greatest rider of all time, he needs to go win the Six Day Enduro. Yes, believe it or not, the overall champion of the Six Day Enduro is held in greater esteem than the multi-time champion of some American indoor series.

Sorry Jeremy, Shane Watts would be my overall hero today. Then you have men like Giovanni



Clipper said I had to have something to illustrate all of my stories. I didn't have anything that applies to this story, but I do have a good picture of my brother working on his bike while a couple of the neighborhood girls help out. Mom says Josh will be back out by Christmas.

don't care what the people at Pace try to sell you, Supercross is a niche of a much greater game. Jeremy may be the king and a good one at that, but his game is so small it will almost fit on your TV screen. What you are being sold is what race promoters and TV producers can make the most money on.

When the ancient Greeks gathered for the early Olympic games, the winner of the Pentathlon (scores from five events) was regarded as the "Laureate" or the overall champion. Aristotle wrote that the "Athletes of the Pentathlon were the most beautiful." I'm sure for you homophobics translation of "beautiful" did not mean just the prettiest. Athletes who perform in many events must have the most talent, the broadest range of skills. If you look from the right perspective, it is obvious that the best motorcycle

Sala, Edie Orioli, Stephanie Peterhansel, Malcolm Smith, Jeff Fredette, Larry Rossler, Drew Smith, and this list could go on and on.

Where does the deepest talent lay? Shane Watts is a master of not only riding his machine, but he has to work on it, too. He was doing 15 minute top ends on his way to winning the Australian Six Day in 1998. Shane has learned how to change tires, too. Changing a tire is just another event within a bigger event. Can you ride all day covering vast amounts of land and still have the wherewithal to change two tires, brake pads and an air filter in ten minutes? I know Jeff Fredette can. I've seen him do it several times. He has finished the Six Day 20 times, and is riding it again this year. Yes, Jeremy can beat him around that little track in the building but, everywhere else in the world these Six Day champions rule

the earth.

This is where we have to help new riders see "furthur," or they will get burnt out and quit riding bikes. We have to show them that you are not too old at 27. Too smart for the triple maybe, but not too old to find challenges on a motorcycle. We have to show them there is a lifetime of racing ahead of them, if they just look from the right perspective.

Supercross is great and I'll even go as far as to endorse Free Riding or Freestyle, but there's a whole mountain of adventures outside the viewfinder. So the next time you see Jeremy or Carmichael or just one of your daily buddies getting burnt out on riding, help them see the bigger picture and help them find higher goals to reach for. My name may be Nobody, but at least it's not Ex-nobody. ↑

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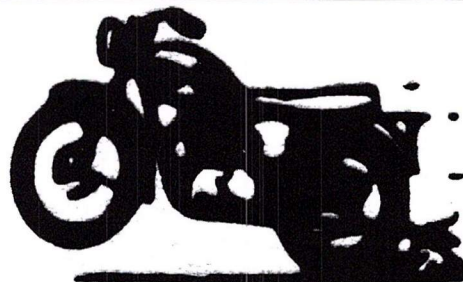
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HAPPY FEET

What would happen if your expensive riding boots really felt good on your feet?

Over the past few years we've been paying close attention to our riding boots, and don't like what we see. Boot manufacturers spend a lot of time on interior padding, protective panels, and finding the latest and greatest in annoying buckles (don't get us started on boot buckles). Style and color is important, and if you're concerned about appearances, you have to make sure you have the right brand, too, or all your riding buddies will ridicule you into the grave.

Every year, every brand of boot changes radically, and new features abound, except for one: comfort. We're not talking about how the boot interior wraps around your ankle bones or cushions and protects your instep and shins. We're talking about the footbed, the connection between your feet and the sole of the boot.

Dig out your riding boots and look down deep inside. See the bottom of the boot? It's almost flat, isn't it? Are your feet flat? If not, they'll soon feel it if you spend a lot of time in those boots.

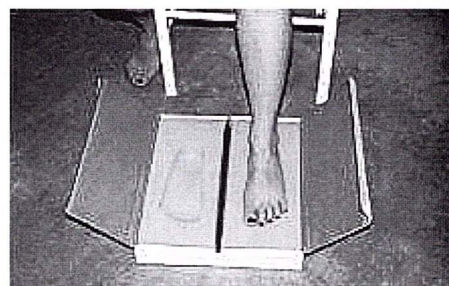
Here at Trail Rider we've been aware of this problem for a long time. We spend a fair amount of time going out and riding test bikes, shooting pictures of them, and basically standing around in riding boots a lot. And we'll tell you this with confidence: it's a painful experience. You can argue with us the merits of every different kind of boot, of Alpinestar, Sidi, Gaerne, Fox, MSR, you name it, they all have one thing in common—a footbed not much better than a rubber slab. Stand around in any riding boots any amount of time, and your feet are going to hurt.

But maybe it's not just us. What if you ride enduros



The ComfortLab orthotics on the left are a giant leap above the stock insoles on the right (pardon the mud). You'll need to have room in the boots (you'll hate them in snug-fitting boots) but the support and cushioning is worth all the work. Note: We're not insinuating that Diadora boots are bad by using them in this photo, far from it. But we feel that all boots will benefit from a custom-made orthotic footbed.

all the time? In an enduro, you spend six or eight hours in your boots, riding, standing around at resets, refueling, fixing your bike. Depending on exactly how bad your boots are, you might not ever want to get off the bike because walking—in your



The process starts when you receive a box of foam in the mail. You put your feet in it like this and make sure to make a deep impression straight down. A week to ten days after sending it back off you'll receive your orthotics in the mail.



The CustomLab orthotics look similar to retail products you can get in the drug store, but they fit your feet exactly and are much higher quality. The is the "active" model, which is thicker with foam padding its entire length.

stylistically-correct \$250 boots—hurts so much.

You can't deny it. Hey, we can all see you limping!

Okay, so the problem gets worse as you get older. And fatter, something we've all be doing here. And as the repetitive stress injuries build up. In recent years it's been so bad that we've been trying to do something to correct it.

First, there's a visit to Dr. Scholls. Go into any drug store and you'll find the friendly, bright-yellow Dr. Scholls display, with all the dozens of different replacement insoles. You can buy something from about \$5 all the way to maybe \$30, from thin foam insoles to complicated rubber and foam devices that promise to make your feet happy. We've tried many of them, and though the padding helps, still none of them quite do what we want. They're built for some sort of "normal" foot, and after you've strolled around this world of ours for a couple of years, you should know there's no such thing as a normal foot. The padding feels good but the expensive insoles just don't fit right. And worse yet, some of them are so thick your boots won't fit with them inside.

We thought it was a lost cause, and spent as little time in riding boots as we could, even so far as to carry along a pair of sneakers in a backpack in case we were going to get off the bike for a while. And then we saw an ad for custom-made insoles in the back of an airline catalog, and believe we've found the

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The other standard model orthotic CustomLab produces is what they call their "dress" model. It's good for situations where you have less room, since they lack the foam padding of the other model. They do need Velcro tape on the bottom to keep them in place in the boots.



Pull out whatever existing insoles are living in your boots, put in the ComfortLab insoles, and you'll find you now have a pair of boots you can actually walk in without foot pain. The benefits of the extra support also seem to help while you're actually riding.

answer. A company called CustomLab offered a service wherein they take an impression of the soles of your feet and then build a set of custom insoles, otherwise known as an orthotic, that will fit you like a second foot. We sent away for the information and awaited relief.

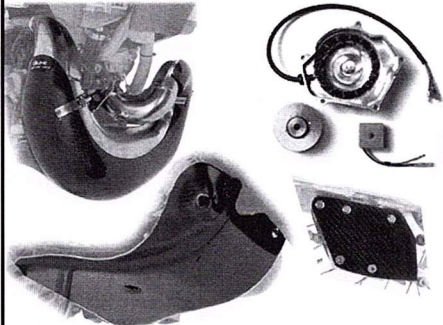
What came back in the mail was a box of foam. Soft foam, very sensitive to touch we noticed when we stuck our fingers into it. What you do with this foam is carefully take an impression of each of your feet by pushing your feet down into it. It's not a real simple thing to do; you have to be seated and take care to not slide your foot forward while you do it. It helps to have a friend there to help push the front of your feet down. Once you have two good impressions of your feet, you send the box of foam back to CustomLab and wait.

Within about ten days they sent back to us a pair of orthotics, perfectly molded to the bottom of our feet. We had to immediately shove them into the shoes we were wearing, just to see if they fit. This is when we found out that they needed a little trimming in the toe to fit right in the shoe. We just trimmed them with a pair of scissors, just like you have to do with Dr. Scholls.

Except the CustomLab insoles really fit. Standing up in a pair of street shoes we knew we were onto something. The next test was to run out to the garage and put the new orthotics into the riding boots we were using. We carefully removed the insoles that were already in the boots, and slipped the CustomLab insoles in. Beautiful! The CustomLab orthotics transformed a pair of riding boots that were painful to stand around in to boots that were easily as comfortable to wear as the best hiking boots we've ever owned.

A couple of observations, though: First, the

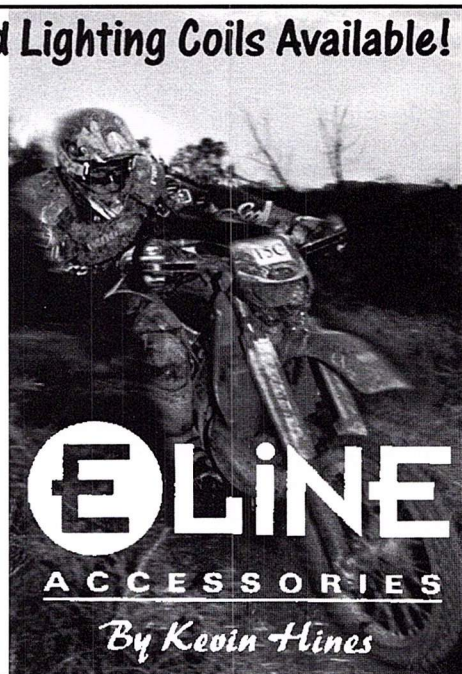
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orthotics take up some room in the boot, so be prepared to lose maybe a half-size in volume inside the boot. If you have snug fitting boots already, your feet may not fit with the orthotics. If your boots are a little loose to begin with, the orthotics will likely snug them up perfectly. If you're planning new boots anyhow, get them a half-size larger.

To combat the close fit, CustomLab makes two types of orthotics, an "active" orthotic that is made for sneakers, tennis shoes, big boots and the like, and "dress" style, which are thinner. The active orthotics are the thicker ones, and they are the ones we put in our test pair of boots. We had a little room to start with, so the boots are now snug and where we used to wear thick socks now we can get away with thinner socks. The dress style may be best if you can't spare the room. We tried a pair briefly and they work well, but you have to hold them in place with Velcro.

The other issue is trimming. Every shoe or boot is shaped differently, so when you get your new orthotics you should remove the existing insoles in your boots and use them for a template when you trim the new orthotics.

How did they work? Well, like we said the boots were perfect just walking around. We didn't expect to notice much while riding but we've been very surprised. With the orthotics in the boots we've had less foot pain and our legs don't seem to get as tired. The CustomLab folks say this is because the arch in the foot is finally getting properly supported. All we know is this is the first time we've ever ridden with a pair of riding boots (no matter the cost) that felt good to the soles of our feet. Definitely worth it if you want to be comfortable on your bike.

Keep in mind that CustomLab is selling custom-fitted orthotics here, previously only available by a doctor's prescription, so the quality is much better than anything you could get in a drug store and the molding-fitting process takes time. Your first pair will set you back \$99.99 plus a shipping charge of \$12.95. If you decide you want a second pair after you try out the first, you can get another made for \$65.99 with free shipping for up to three months from the casting of your first pair (after that they throw out the molds).

Yes, it sounds like a lot of money, but we're going to predict that you like them so much you'll order a second pair for your street shoes. They're that good. This is another one of those cases where if you want something that's going to work well, you're going to have to accept that it's going to cost you a few bucks. But if you do it, you're going to like what CustomLab does for your feet.

See them on the Internet at www.CustomLabStore.com, or call them toll-free at (866)882-1867. ↑

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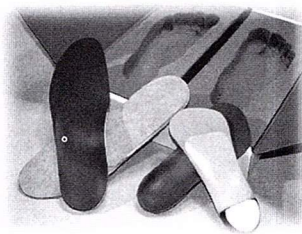
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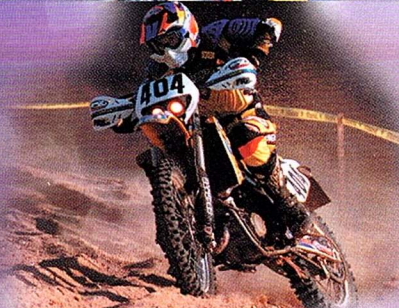
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Requirements: You must be 18 years old to ride this event- no exceptions! All entrants must have a valid motorcycle license, registration and insurance card. All machines must have a proper license plate and a firmly attached spark arrestor. All entrants must have a valid AMA card and an ECEA license. An ECEA license may be obtained the day before the event only by passing a written test. AMA "A" card holders will be issued an ECEA license without testing. NETRA and other association riders will be issued a comparable license to their current enduro license or card. New riders should check "C" class on entry. The State Police and Forest Rangers may be present at this event. All documentation will be checked at sign up before you are given your rider packet. You are responsible to allow yourself enough time to get to the start. All participants are required to sign a Release and Waiver of Liability statement at the event.

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Cute as a Bug

Don't know who coined that "cute as a bug" phrase, but I know who DID-N'T. It sure wasn't a trail rider who's helmet just scooped up an energetic honeybee, and the bug is tramping around deep in the left ear canal buzzing a very loud pre-sting melody.

When this happens I've seen riders dismount from motorcycles still rolling at considerable speeds, slapping at the side of their helmets before ripping it from their heads then jumping quite high, coming down with their head tilted down to the shoulder in an attempt to dislodge a bug. As a rule the unlucky bug will either fly off undamaged or spiral down to the ground to be stomped a few dozen times more than necessary but very, very, satisfying and usually accompanied by oaths of eternal damnation to insects in general.

And the bloody pulp in particular.

I know that we're supposed to trail ride with something stuffed in our ears but sometimes we forget. And don't you know? A mile down the trail a flight of wasps will zero-in to the edge of your helmet and crawl into what they think will be a fine, waterproof, permanent nest site. The difference between a bee and a wasp is this: a bee stings once, then dies rather painfully I imagine. Wasps, on the other hand, sting repeatedly then call in other wasps to finish the job.

I'll tell you what wasps feel like. I was riding some easy break-in miles on a new chain once and wearing just a pair of low cut shoes. Darned if I didn't ride, slowly, across a nest of ground wasps. The sudden pain points, on BOTH my ankles, gave me the distinct impression I had wrapped my ankles into a length of barbed wire lying in the weeds and I was towing it along with me and it was flapping back and forth stabbing me.

Imagine my surprise when I stopped the motorcycle and the barbs were still hitting me! As soon as I realized I had disturbed a ground wasp underground development I wound up that motorcycle and ran off the fastest quarter mile that 250 ever made.

As I see it, there are no 'cute' bugs, but perhaps the most revolting sort of creature I ever met on a trail I picked up at the Silver Fox Enduro in North Carolina. One of the riders I knew quite well made a bad decision at the first muddy creek crossing soon after the start. He was submerged to the handlebars and the motorcycle was locked in with a suction I'd never seen before.

We sloshed around until we got the motorcycle, a Husqvarna, standing straight up where,

normally, a push sideways would break the rear wheel loose because there is a lot of leverage and weight working for you. Didn't happen. This thing felt like it was imbedded in concrete. Somehow, I've forgotten just how, someone loaned us a come-along winch contraption and we broke the machine loose after maybe a two hour struggle sloshing around in the muddy water.

Such are the joys of enduro riding in North Carolina.

Back at our nearby motel I got into the shower fully dressed and sluiced the worst of the mud off nicely. I ran water inside my boots until it came out clear, threw the soggy socks in the trash, looked at my bare and discolored feet and tried to flush what looked to be lumps of black mud near the toes.

Wasn't MUD.

It was four fully distended LEECHS on each foot, slurping my blood from the tender skin between the toes!

You don't pull leeches off because even a gentle squeeze might return some of the blood, now mixed with whatever germs the leech was harboring, back into your own blood stream. The right approach is to make the leech think he might as well quit sucking your blood and go somewhere else for his next meal.

I've been told you can touch them with a lit cigarette and they'll drop off. Seems to me that the thing just might barf some of that germ-laden blood back up the spout before leaving.

Fortunately the motel had more than its share of piping hot water, so I sat on the side of the tub with my feet under the shower and gradually dialed in water hot enough to cause extreme discomfort to the leeches—and me too, but I knew the boiling water was hurting

THEM more than it was hurting ME.

At least that was the plan.

A little later I turned the shower off but left the hot water faucet running into the room ice bucket where my parboiling toes were submerged. In a few minutes the leeches decided they had enough and left leaving bleeding divots between my toes.

Perhaps the most potentially dangerous cute bug we find on our trails are the tiny deer ticks that carry Lyme disease. We should all be aware of the bullseye inflammation left by a diseased deer tick bite. What isn't generally known is that it takes something like twelve hours for the tick to burrow in deep enough to seriously infect an adult.

I understand that undetected ticks have been discovered deep inside navels. The proper drill is to locate and remove them DURING a trail ride, or very shortly thereafter. Deer ticks are unbelievably tiny!! About the same size as the period at the end of this sentence.

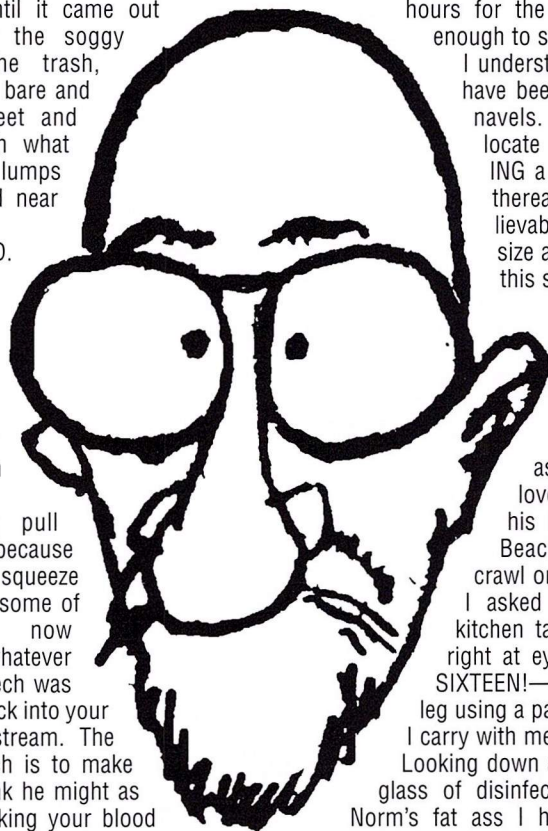
After a summer trail ride in the New Jersey pine forests I once spotted a covey of ticks on the back of my friend Norman's left calf as we checked each other's lovely hairy nude bodies at his summer home on Long Beach Island. Rather than crawl on the floor to get at them, I asked Norm to stand on his kitchen table where the work was right at eye level. I removed 16—SIXTEEN!—tiny deer ticks from his leg using a pair of scissor-like tweezers I carry with me.

Looking down at the ticks drowning in a glass of disinfectant then looking up at Norm's fat ass I have to admit—the bugs WERE cuter.

But not by much.

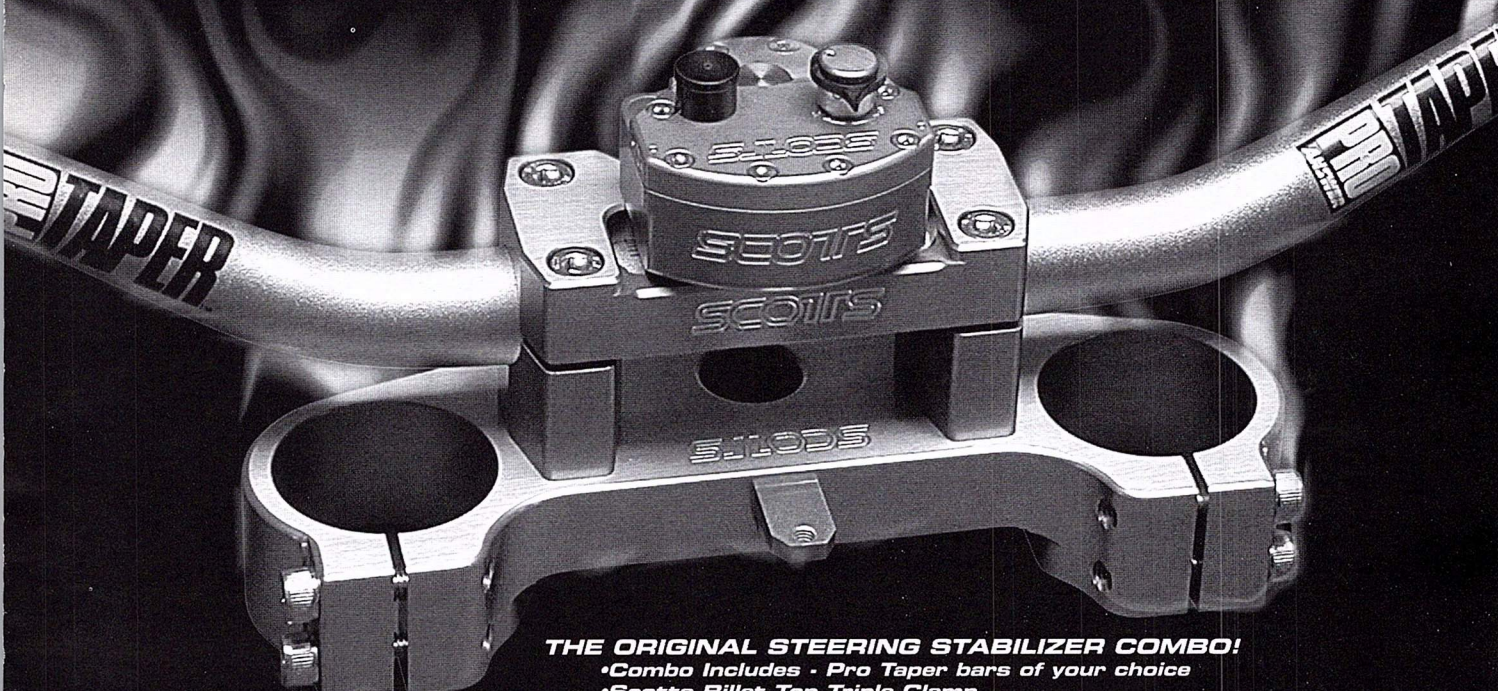
—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ↑



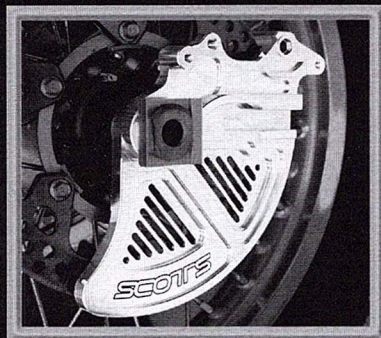
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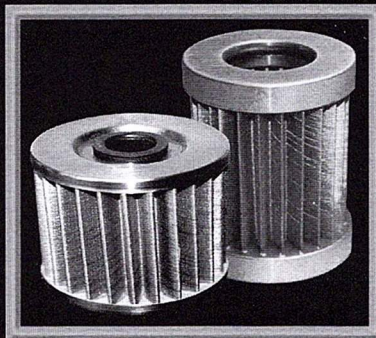


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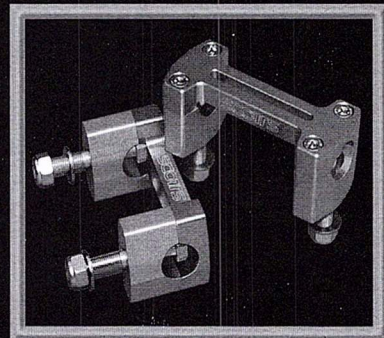
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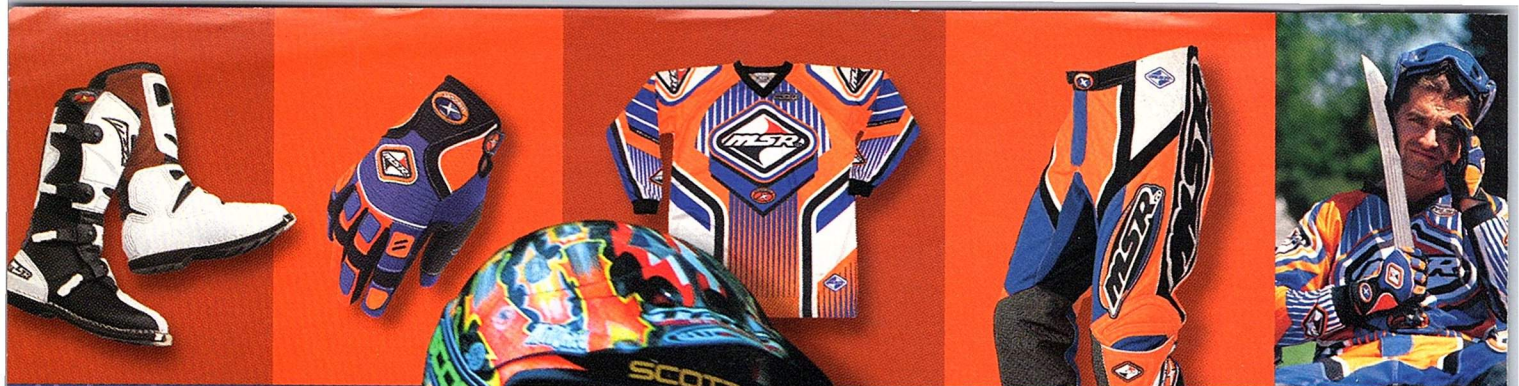


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